


“D”

Conservation Regulations  
Exception Request

Rodde Residence Private Access Road, Use Permit Conservation  
Regulations Exception Request, P16-00383  
Planning Commission Hearing Date September 20, 2017

	RSA+   CONSULTING CIVIL ENGINEERS + SURVEYORS +		SERVING CALIFORNIA SINCE   1980		1515 FOURTH STREET NAPA, CALIFORNIA 94559 FAX   707   252.4966 OFFICE   707   252.3301
	HUGH LINN, PE, QSD, QSP PRINCIPAL + PRESIDENT  hLinn@RSAcivil.com	RYAN GREGORY, PE PRINCIPAL + VICE PRESIDENT  rGregory@RSAcivil.com	CHRISTOPHER TIBBITS, PE, LS PRINCIPAL + VICE PRESIDENT  cTibbits@RSAcivil.com	RSAcivil.com	
707   252.3301   RSAcivil.com					

**Rodde Residence  
Driveway Project Narrative**

#4111055.0  
September 14, 2016

**Purpose:**

This application requests approval of a Use Permit for the construction of a section of new, 20-foot wide, paved driveway to connect to the existing Rodde Residence driveway off of Hagen Road in Napa County. The driveway will be an improvement from the existing driveway and constructed to conform to Napa County Road and Street Standards. The new driveway will provide access to the residence that is separate from the current driveway that is frequently used by commercial vehicles from the neighboring parcels. Also, the new driveway will provide an improved emergency fire access route to the residence.

**Existing Conditions:**

The Rodde Residence is currently served by a shared driveway from Hagen Road. The shared driveway provides access to a private residence and the Palmaz Winery in addition to the Rodde Residence. The existing driveway is 1,150 feet long with an average width of 10 feet and as narrow as 8.5 feet in areas. The narrow road makes two-way traffic difficult and causes issues for emergency vehicles. The driveway does not provide shoulders nor turnouts and does not meet the current Napa County Road and Street Standards. The existing Rodde driveway turns left off of the shared driveway and leads North over a cattle guard and widens to 20 feet, better conforming to Napa County Road and Street Standards for a driveway serving more than one parcel in the State Responsibility Area.

The currently shared driveway is frequently used by autos and commercial vehicles traveling to and from the Palmaz Winery. Commercial traffic traveling on the narrow shared driveway raises a concern of safety. Traffic is more prevalent in the morning and evenings as workers arrive and leave. Other maintenance and delivery trucks utilize the driveway throughout the day.

**Existing Hagen Creek Constraints:**

The existing driveway is on the north side of Hagen Creek. The average slopes between the driveway and top of bank are between 4% and 14%. Per the County Code, the required creek setback is 45 to 55 feet. The existing driveway is located within the creek setback for approximately 1,000 feet. Improvements to the existing driveway to meet current County Standards is not a feasible option due to the proximity of Hagen Creek. Improvements would

require permits and approval from the California Department of Fish and Wildlife (CDFW). The likelihood of approval from CDFW is very low.

### **Proposed Conditions:**

The Rodde Residence proposes to construct a new 20 foot wide, 1,170 feet long, paved driveway that connects to the existing 20-foot wide driveway leading to the residence. The proposed driveway will be a significant improvement from the existing driveway and meet the Napa County Road and Street Standards. The proposed driveway will run parallel and to the north of the existing driveway. The proposed driveway will be constructed through an existing easement on the neighboring parcel and will be constructed the furthest possible distance from Hagen Creek without encroaching on the adjacent property drainage and vineyard improvements. The existing easement was created in 1987 in anticipation of improving future driveway access.

A bio-swale will be constructed between the proposed and existing driveways. The bio-swale will capture and treat stormwater runoff from the new driveway. The bio-swale will outfall into Hagen Creek. An assessment of the proposed driveway runoff rate and existing runoff conditions was performed using TR-55 for the 100-year storm event. The proposed driveway and bio-swale produce a runoff rate of 21.07 cfs compared to the existing stormwater runoff rate of 21.26 cfs. The proposed driveway development does not exceed the existing stormwater runoff rates into Hagen Creek. Please refer to attached RSA+ letter dated October 21, 2015 for further detail.

### **Proposed Hagen Creek Constraints:**

The proposed driveway will reduce the potential impacts on Hagen Creek when compared to the existing driveway. The proposed new driveway of total length 1,170 feet will have 492 feet located within the creek setback. The proposed bio-swale will substantially reduce any impacts on the Hagen Creek caused from the proposed areas located within the creek setback.

Construction staging areas and equipment will be located north of the proposed driveway to reduce the risk of impacting Hagen Creek.

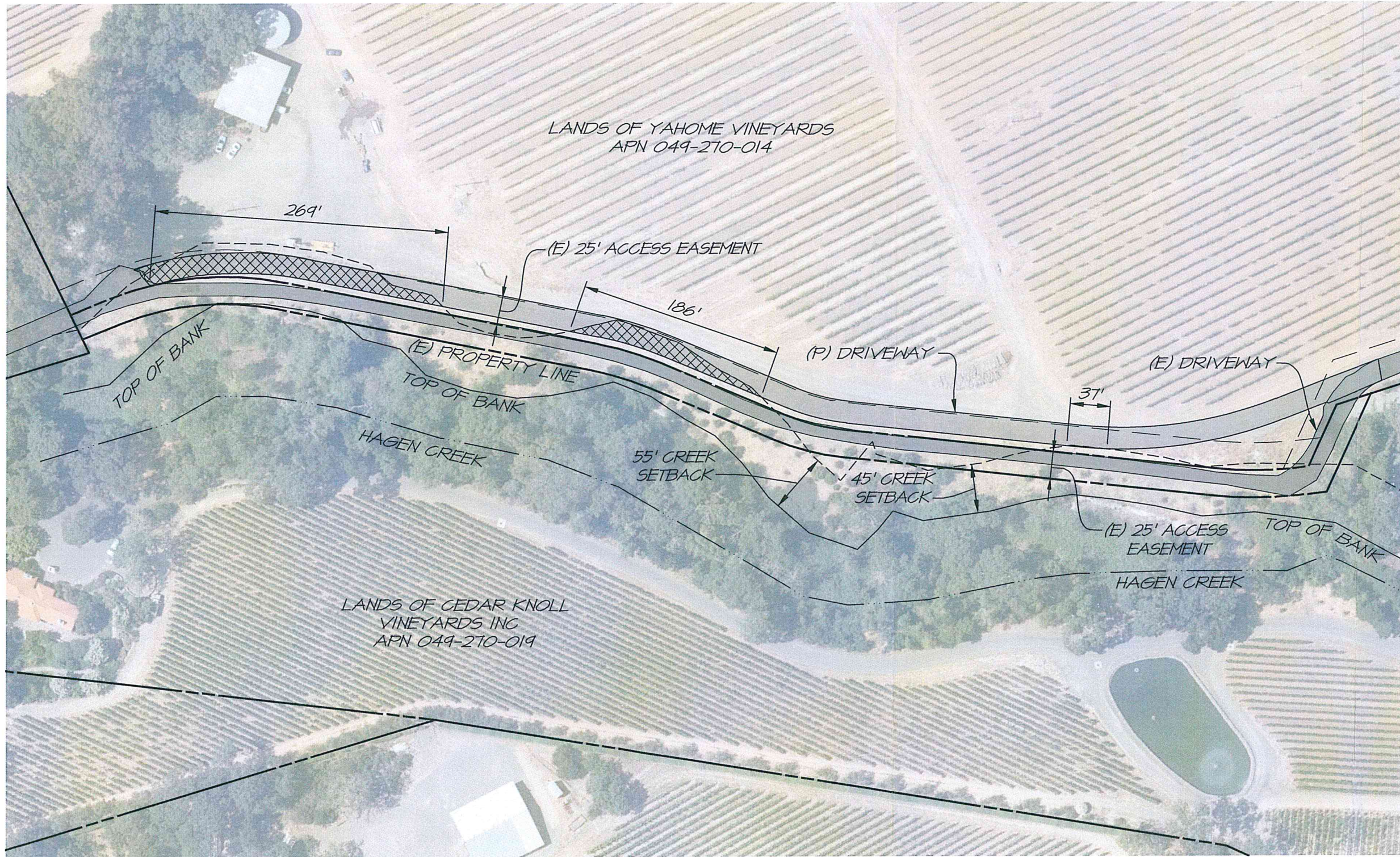
### **Variance Requested:**

A variance is requested to allow encroachment within the Hagen Creek setback along certain portions of the proposed driveway on the grounds that:

1. The proposed driveway will be a significant improvement from the existing driveway and conform to current Napa County Road and Street Standards;

2. The driveway widening will give fire department vehicles, and other emergency vehicles, better access to the Rodde Residence and improve passing capacity for inbound and outbound traffic, improving the safety of the road;
3. The proposed driveway will provide separate access for commercial traffic from the Palmaz Winery and residential traffic to the Rodde Residence;
4. The proposed bio-swale, between the proposed driveway and Hagen Creek, will treat the new impervious area and has been modeled to show the reduced peak flow rate to the Hagen Creek riparian area;
5. The existing easement, existing property lines and current uses prevent the proposed driveway to be located further from the Hagen Creek setback.

# RODDE RESIDENCE DRIVEWAY EXHIBIT



 AREA OF PROPOSED DRIVEWAY WITHIN CREEK SETBACK



GRAPHIC SCALE



( IN FEET )  
1 inch = 100 FT

<b>RSA<sup>+</sup></b>	1515 FOURTH STREET NAPA, CALIF. 94559 OFFICE   707   252.3301 + www.RSAcivil.com +

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AUGUST 12, 2016 4111055.0 Exh- Driveway.dwg



#4111055.0  
October 21, 2015

Scott Rodde  
1500 Third Street, Suite C  
Napa, CA 94559  
[srodde@napanet.net](mailto:srodde@napanet.net)

Dear Scott:

The following is my response to the September 17, 2015 memo that Brian Bordona sent to Patrick Ryan at the county ECD. As discussed, some of this information was shared with Brian when I met with him last week. I have further supplemented it with a bit more information you provided on the CDFW LSAA, and also with a summary of the storm water runoff comparison that I ran yesterday.

**Rodde Residence Driveway Plan- Summary of Environmental Comparisons, Pre and Post Driveway**

The Rodde Residence Driveway, as currently drawn by RSA+, provides access from a point east of Hagen Road toward the Rodde residence, over a distance of some 1,250 feet. In the initial 650 feet, the driveway is in portions, close enough to Hagen Creek to warrant an examination of the distance of setback from the creek top-of-bank.

The proposed grading and construction of the new driveway is pursuant to Grading Permit #ENG14-00038, and is also subject to the Napa County Conservation Regulations, Chapter 18.108.025 of the Napa County Code. This section of code establishes the required setbacks for construction, grading, and vegetation modifications for county-defined streams. The primary guiding purpose of the regulations are to control soil erosion, protect water quality, and protect riparian habitat that might otherwise be compromised by land disturbance activities.

The proposed driveway parallels on the outboard side of an existing paved driveway for some 650 feet before diverging significantly away from Hagen Creek. Through this segment, the edge-of-pavement of the existing paved driveway is inside of the county required setback distance for 570 feet, (lands of a slope of 5% or greater to 15% slope require a setback distance of 55 feet). By comparison, the proposed Rodde driveway would exceed the 55 foot required setback for a distance of 440 lineal feet.

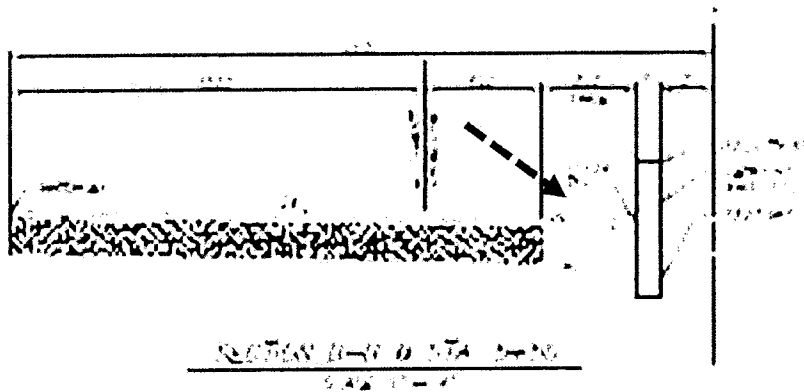
Lands adjacent to the existing driveway and creek consist of vineyard, vineyard avenue, and areas of ruderal grassland vegetation. Currently, sheet flow from adjacent lands pass across the driveway and enter the riparian area over distances of less than 8 feet, up to about 65 feet. On the same side of the creek, native riparian vegetation was re-established, following the clearing of large eucalyptus trees. The work was performed sometime around 2008, under a Lake and Streambed Alteration Agreement carried out with the CA Dept of Fish and Wildlife, (CDFW).

The RSA+ plan proposes to construct a bio-swale between the existing and proposed driveways. In contrast to current sheet flow distances of 8 to 65 feet, the bio-swale captures sheet flow runoff and transports it over a distance of 144 feet on the downhill segment, and over a distance of 345 feet on the uphill segment. Average slope run in the bio-swale ranges from 2% to 4%, compared with the over-land

slopes of 3.8% to 13.7% which exists between the driveway and the creek top-of-bank. Vegetation to be established in the bio-swale will consist primarily of native grasses, in comparison with the ruderal, annual Mediterranean grasses and forbs that form the current vegetative buffer between the vineyard and the riparian area. Bio-swale native grasses typically develop dense, deep root systems that are superior to ruderal vegetation in absorbing and filtering sediments and pollutants entrained in storm runoff. A culvert will discharge bio-swale runoff to the creek. The culvert design has been reviewed and approved by CDFW under a more recent Lake and Streambed Alteration Agreement, (LSAA).

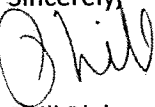
The existing paved driveway follows closely to Hagen Creek at distances and in landscapes that might otherwise be composed of a continuous assemblage of riparian vegetation. The addition of a second driveway outboard of the existing one therefore occupies land that cannot be effectively restored to a homogenous riparian cover condition. It should be noted that the stream segment of Hagen Creek adjacent to the proposed driveway was required to be restored to native trees and shrubs under a 2008 LSAA, (CDFW Not. # 1600-2008-0192-3). That work has been completed by the responsible applicant.

Inclusion of the bio-swale provides a water quality-benefitting feature, and creates a managed buffer between the farmland and the creek. Increased storm runoff could potentially impact to Hagen Creek as a result of additional grading and driveway development. An assessment was performed using TR-55 to compare current conditions with the proposed additional driveway and bio-swale. Using NOAA 14 storm intensity data for the site, runoff modeling indicates that the  $Q_{100}$  storm event will discharge 21.07 cfs, versus 21.26 cfs pre-project, (current conditions). This was largely the result of a reduction in time of concentration, ( $T_c$ ) of 16.5% that is conferred by the interception and lengthier transport of runoff in the swale. The Rodde driveway will therefore not contribute to an increase in runoff to the riparian area in the segment within the 55 foot setback area.



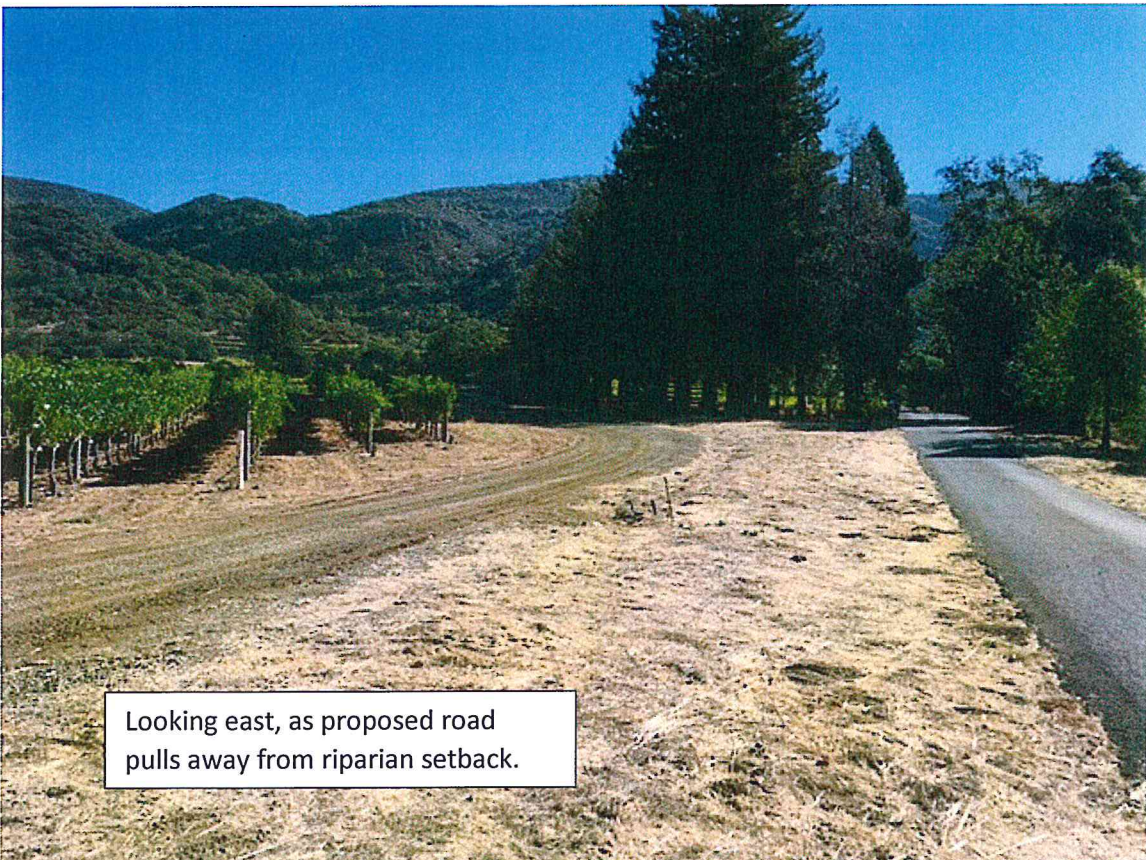
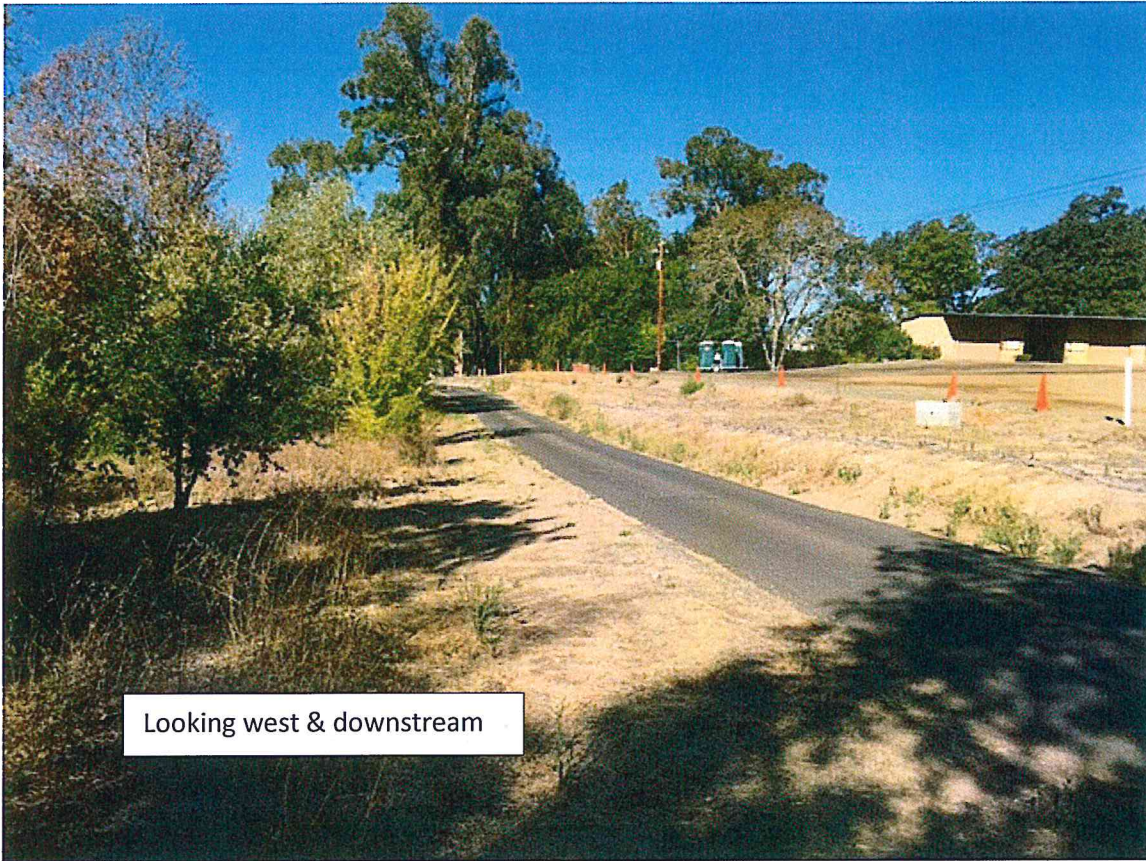
TYPICAL- BIO-SWALE CROSS SECTION VIEW, (RSA+ C3.0 excerpt)

I hope this helps. Let me know if you have any questions.

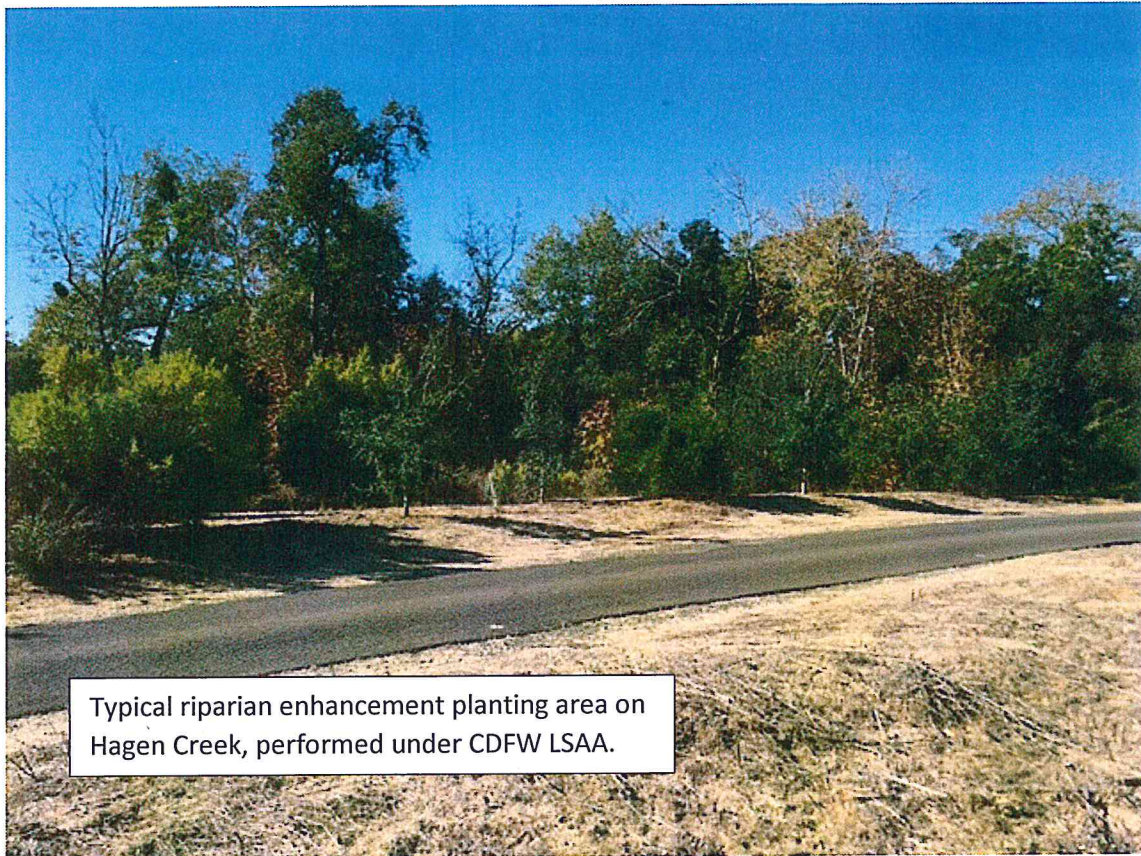
Sincerely,  


Phill Blake  
Agriculture and Natural Resources Advisor, CPESC

EXHIBIT : Rodde – Images in the Hagen Creek Riparian Area:





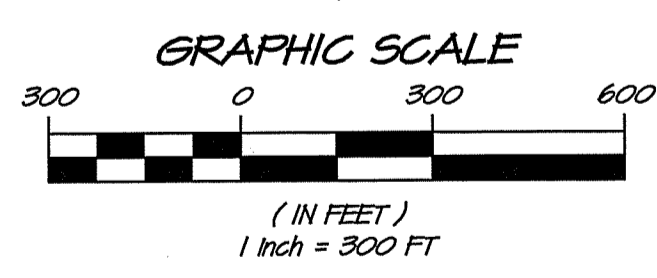
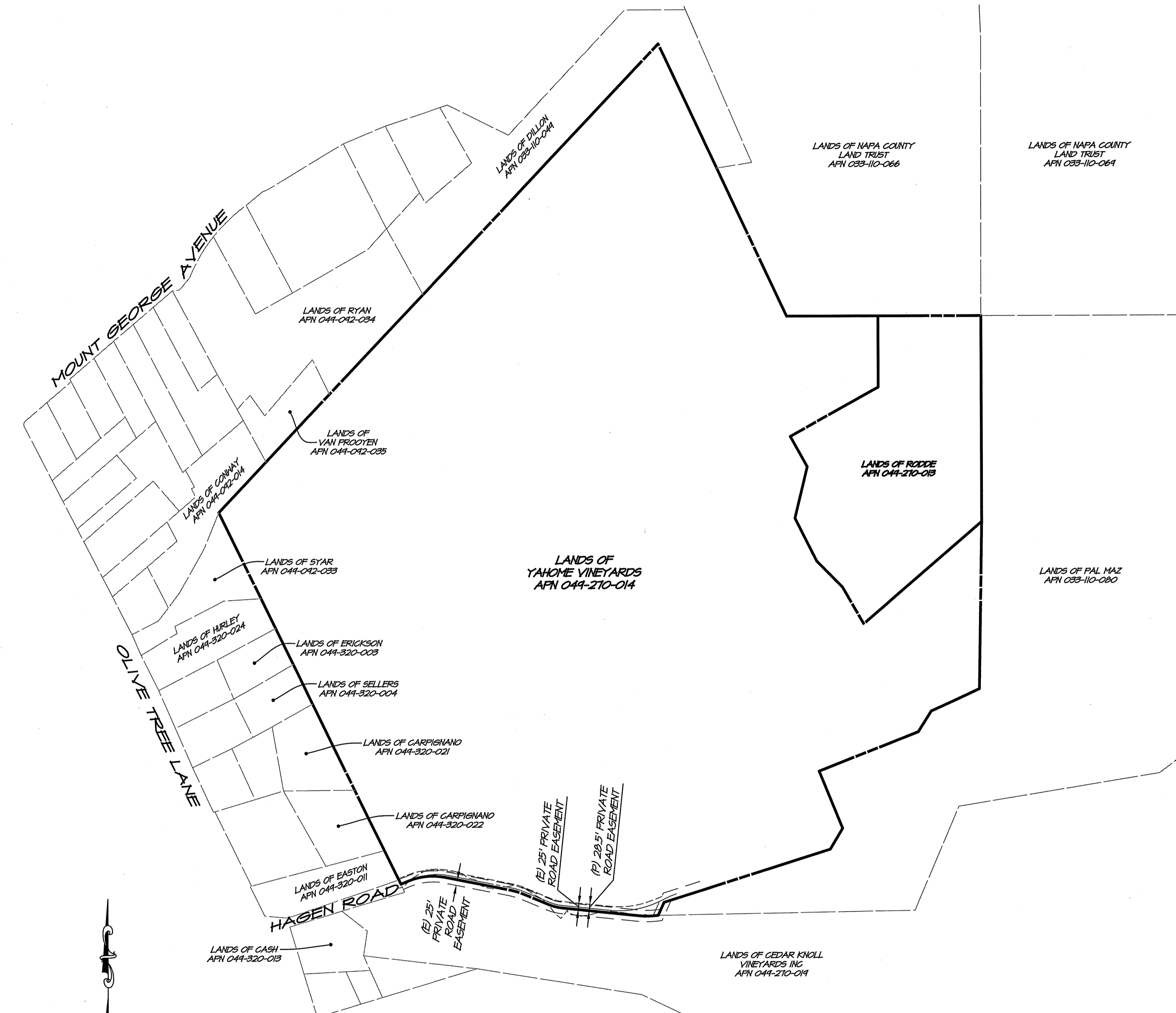


Typical riparian enhancement planting area on Hagen Creek, performed under CDFW LSAA.



Location where CDFW-permitted culvert will discharge proposed bio-swale to Hagen Creek.

# RODDE RESIDENCE CIVIL IMPROVEMENT PLANS



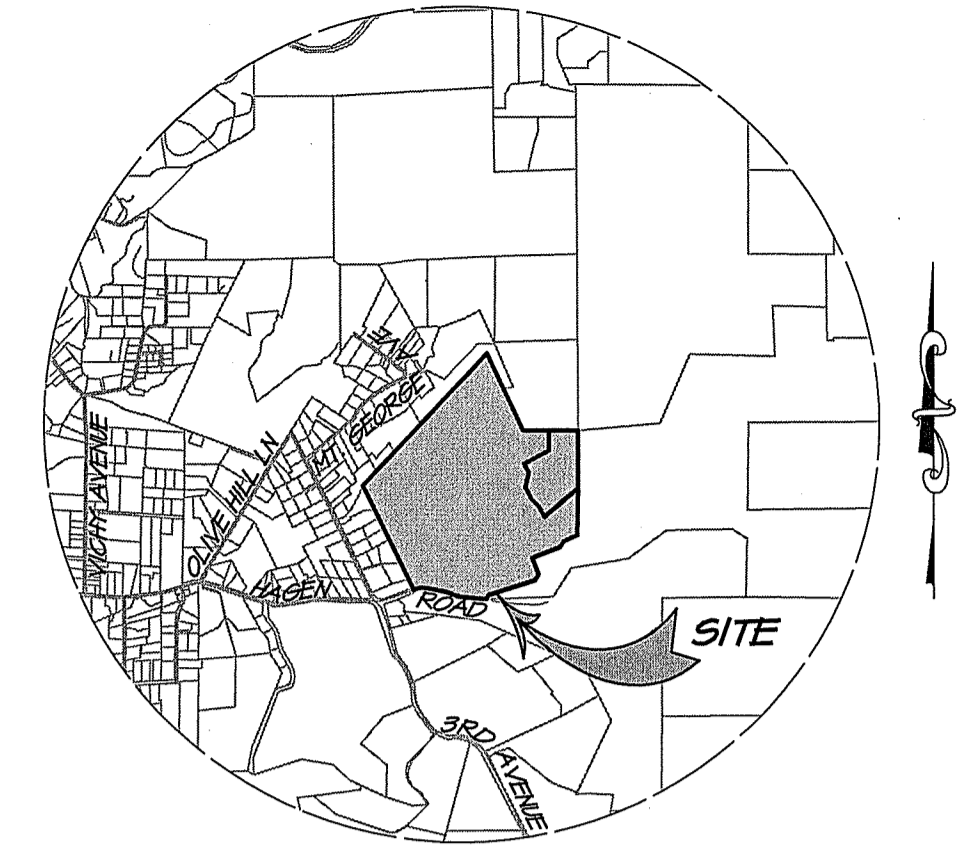
**SITE PLAN**  
SCALE: 1" = 300'

### SYMBOL LEGEND

- EXISTING**
- ☆ LIGHT
  - ⊕ HOSE BIB
  - ⊕ GAS RISER
  - ⊕ GAS VALVE
  - EV ELECTRIC VAULT
  - 10" TREE
  - TREE (AS NOTED)
  - SSCO SEWER CLEANOUT
  - △ SURVEY CONTROL STATION
  - ICV IRRIGATION CONTROL VALVE
  - FLOWLINE
  - EDGE OF GRAVEL
- PROPOSED**
- SD STORM DRAIN LINE
  - SS OR PAVN LINE
  - (WH) DOMESTIC WATER LINE
  - (FH) FIRE WATER LINE
  - SSMH SANITARY SEWER MANHOLE
  - SDMH STORM DRAIN MANHOLE
  - SLOPE AS SHOWN
  - FH FIRE HYDRANT
  - NV WATER VALVE
  - DI DRAIN INLET
  - AD AREA DRAIN
  - SSCO SANITARY SEWER CLEANOUT
  - X EX TREE TO BE REMOVED
  - SHALE FLOW LINE
  - PROPERTY LINE

### ABBREVIATIONS

- AD AREA DRAIN
- BM BENCHMARK
- C CENTERLINE
- CO CLEANOUT
- CONF CONFORM
- CV CHECK VALVE
- DI DRAIN INLET
- DM DOMESTIC WATER
- EP EDGE OF PAVEMENT
- EX / (E) EXISTING
- FD FOUND
- FDC FIRE DEPT. CONNECTION
- FF FINISH FLOOR
- FG FINISH GRADE
- FH FIRE HYDRANT
- E FLOW LINE
- FS FINISH SURFACE
- FN FIRE WATER LINE
- GB GRADE BREAK
- HP HIGH POINT
- ILLDGS ILLEDSIBLE
- INV INVERT
- IP IRON PIPE
- LF LINEAL FEET/FOOT
- LP LOW POINT
- LT LEFT
- MH MANHOLE
- OC ON CENTER
- OH OVERHEAD
- PG&E PACIFIC GAS AND ELECTRIC
- PIV POST INDICATOR VALVE
- P PROPERTY LINE
- (P) PROPOSED NEW WORK
- R RADIUS
- R.C. RELATIVE COMPACTION
- ROM RIGHT OF WAY
- RT RIGHT
- RWL RAIN WATER LEADER
- S SLOPE (FEET/FOOT)
- S.A.D. SEE ARCHITECTS DRAWINGS
- SD STORM DRAIN
- SS SANITARY SEWER
- SSCO SANITARY SEWER CLEANOUT
- S.S.D. SEE STRUCTURAL DRAWINGS
- STA STATION
- TC TOP OF CURB
- TH TOP OF WALL
- W WATER LINE
- WDH WET DRAFT HYDRANT
- WM WATER METER
- NV WATER VALVE



**VICINITY MAP**  
SCALE: 1" = 3000'

### PROJECT INFORMATION

**OWNER:** STEPHEN AND HELEN RODDE  
1500 THIRD STREET, #C  
NAPA, CA 94558

**SITE ADDRESS:** 4100 HAGEN RD  
NAPA, CA 94558

**CIVIL ENGINEER:** RSA  
1515 FOURTH STREET  
NAPA, CA 94559

**APN & AREA:** 044-210-013 (11.10 ACRES)  
044-210-014 (167.17 ACRES)

**EXISTING USE:** RURAL HOMESITE  
**PROPOSED USE:** RURAL HOMESITE  
**ZONING:** RC

### BOUNDARY NOTES

THE BOUNDARIES SHOWN HEREIN ARE BASED UPON THE PARCEL MAP DATED DECEMBER 2, 1986 RECORDED AS 31 RS 58-61 NAPA COUNTY RECORDS.

### TOPOGRAPHY NOTES

ROAD TOPOGRAPHY BASED ON A FIELD SURVEY PERFORMED BY MICHAEL H. BROOKS & ASSOCIATES IN MARCH 2010. CONTOURS ARE SHOWN EVERY TWO FEET (2'), HIGHLIGHTED EVERY TEN FEET (10'). ELEVATIONS SHOWN ON THIS MAP ARE ASSUMED DATUM AND ARE AS SHOWN ON SURVEY CONTROL STATIONS.

### SHEET INDEX

C1.0	COVER SHEET & SITE PLAN
C1.1	CONSTRUCTION NOTES
C2.0	PAVING, LAYOUT AND DIMENSION PLAN
C3.0	DRIVEWAY PLAN 6:00 - 6:00
C3.1	DRIVEWAY PLAN 6:00 - 12:30
C4.0	DRIVEWAY SECTIONS
C5.0	DRIVEWAY PROFILE

CALL USA  
BEFORE EXCAVATING



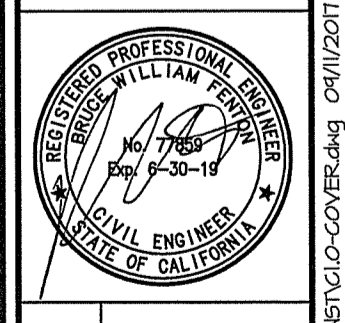
48 HOURS IN ADVANCE  
1 (800) 227-2600

NO.	DATE	BY	APPRO.

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1515 FOURTH STREET  
NAPA, CALIF. 94559  
OFFICE: (707) 252-3300  
+ www.rsa+civil.com +

## RODDE RESIDENCE COVER SHEET & SITE PLAN CALIFORNIA NAPA COUNTY



DATE	SEPT. 11, 2017
DRAWN	PBL/PA
DESIGNED	DW/LS
CHECKED	EMF
JOB NO.	411025.0

SHEET NO.  
**C1.0**  
1 OF 7 SHEETS

COUNTY OF NAPA GENERAL NOTES

11/2013

- 1. ALL WORKMANSHIP AND MATERIALS FOR BOTH ON-SITE AND OFF-SITE IMPROVEMENTS SHALL CONFORM TO THE ADOPTED NAPA COUNTY ROAD AND STREET STANDARDS (REVISED AUGUST 4, 2011) OR LATEST EDITION AND/OR THE LATEST EDITION OF CALTRANS STANDARD SPECIFICATIONS AND STANDARD AND/OR LATEST EDITION OF THE CBC, CFC, CGBS, CGC, CRC AND/OR SITE IMPROVEMENTS SHALL BE INSPECTED BY THE COUNTY OF NAPA PLANNING, BUILDING AND ENVIRONMENTAL (PBES) DEPARTMENT INSPECTOR.

COUNTY OF NAPA GRADINGS NOTES

04/2014

GENERAL

- 1. ALL GRADING SHALL CONFORM TO THE 2013 CALIFORNIA BUILDING CODE (CBC) CHAPTERS 17, 18 AND APPENDIX CHAPTER - J, AS AMENDED BY ORDINANCE 15.08.08.00 AND 15.08.09.00 OF THE COUNTY CODE.

COUNTY OF NAPA GRADINGS NOTES CONTINUED

04/2014

GENERAL CONTINUED

- 2. EXCESS SOIL SHALL BE STOCKPILED AT A LOCATION SPECIFIED BY THE PERMITS.

DRAINAGE AND EROSION / DUST CONTROL

- 1. DRAINAGE ACROSS THE PROPERTY LINE SHALL NOT EXCEED THAT WHICH EXISTED PRIOR TO GRADING. EXCESS OR CONCENTRATED DRAINAGE SHALL BE CONTAINED ON SITE OR DIRECTED TO AN APPROVED DRAINAGE FACILITY.

COMPLETION OF WORK

- 1. A REGISTERED GEOTECHNICAL ENGINEER SHALL PREPARE FINAL COMPACTION REPORT(S) DURING AND IT SHALL BE SUBMITTED FOR REVIEW AND APPROVAL. THE REPORT SHALL ALSO PROVIDE BUILDING FOUNDATION DESIGN PARAMETERS INCLUDING ALLOWABLE SOIL PRESSURES, EXPANSION INDEX AND REMEDIAL MEASURES IF EX-20, WATER SOLUBLE CONTENT, CORROSIIVITY AND REMEDIAL MEASURES IF NECESSARY.

EARTHWORK NOTES

12/2013

- 1. ALL QUANTITIES SHOWN ON THIS PLAN ARE APPROXIMATE. CALCULATED EXCESS AND SHORTAGE ARE TO FINISHED ROUGH GRADE AND EXISTING GROUND. THE ACTUAL AMOUNT OF EARTH MOVED WILL VARY, DEPENDENT ON COMPACTION, CONSOLIDATION, STRIPPING REQUIREMENTS, AND THE CONTRACTOR'S METHOD OF OPERATION.

DEMOLITION NOTES

11/2013

- 1. PRIOR TO BEGINNING OF DEMOLITION WORK, CONTRACTOR/APPLICANT SHALL OBTAIN A DEMOLITION PERMIT FROM THE COUNTY OF NAPA, AND OTHER APPLICABLE AGENCIES.

EROSION AND SEDIMENT CONTROL NOTES

11/2014

GENERAL

- 1. GRADING ON THE SITE SHALL BE LIMITED TO THE AREA SHOWN ON THE PLAN.

MAINTENANCE NOTES

- 1. FIBER ROLL SEDIMENT BARRIERS SHALL BE INSTALLED PRIOR TO ANY GRADING ON THE SITE AND WILL REMAIN OPERABLE UNTIL PERMANENT STABILIZATION HAS BEEN ACHIEVED.

SEEDING SPECIFICATIONS

- 1. ALL GRADED OR DISTURBED AREAS SHALL BE SEEDD IMMEDIATELY AFTER GRADING IS COMPLETED IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS:
A. STANDARD EROSION CONTROL MIX: USE AT A RATE OF 25 LBS PER ACRE, OR 0.6 LBS. PER 1,000 SF

COUNTY OF NAPA UTILITY NOTES

11/2013

- 1. STORM DRAIN PIPE OPTIONS WHICH MAY BE USED AT THE CONTRACTOR'S OPTION IN THE NAPA COUNTY RIGHT-OF-WAY ARE AS FOLLOWS:
A. CAST-IN-PLACE PIPE (C.I.P.P.) SHALL BE USED ONLY OUTSIDE OF ROADWAY IN CONFORMANCE WITH CALTRANS STANDARD SPECIFICATIONS

REQUIRED FIRE PROTECTION NOTES

(PER CALFIRE FIRE SAFE STANDARDS DATED MARCH 2008)

- 1. THE NUMERICAL ADDRESS SHALL BE POSTED AT THE PUBLIC ROADWAY AND ANY OTHER INTERSECTIONS OR RESIDENTIAL ROADWAY. HEIGHT AND NUMBERS SHALL BE A MINIMUM OF 4 INCHES REFLECTIVE, OR ON A CONTRASTING BACKGROUND, AND / OR ILLUMINATED. SEE DETAIL #14 OF THE NAPA COUNTY FIRE STANDARDS.

Table with 2 columns: PIPE and TYPE. Rows include GRAVITY SEWER, PRESSURIZED SEWER, FIRE LINE (HYDRANT), FIRE LINE (SPRINKLER), DOMESTIC WATER, and STORM DRAIN.

EARTHWORK NOTES

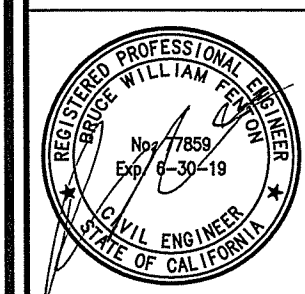
12/2013

- 1. ALL QUANTITIES SHOWN ON THIS PLAN ARE APPROXIMATE. CALCULATED EXCESS AND SHORTAGE ARE TO FINISHED ROUGH GRADE AND EXISTING GROUND. THE ACTUAL AMOUNT OF EARTH MOVED WILL VARY, DEPENDENT ON COMPACTION, CONSOLIDATION, STRIPPING REQUIREMENTS, AND THE CONTRACTOR'S METHOD OF OPERATION.

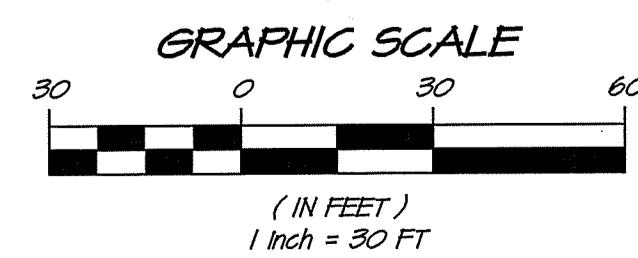
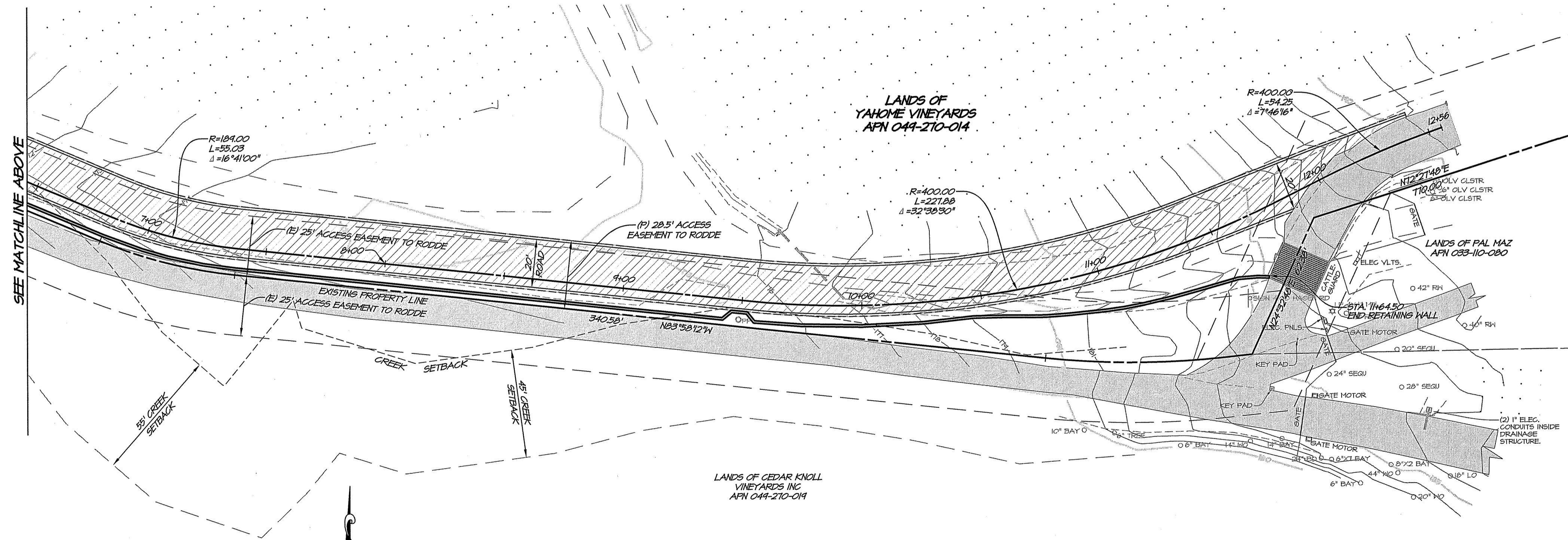
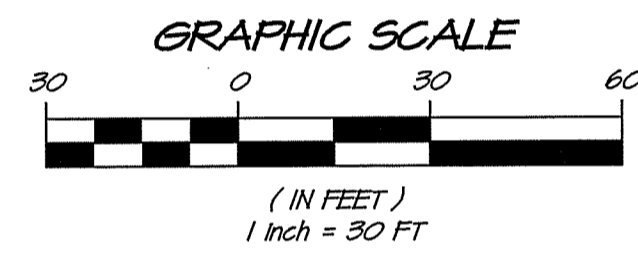
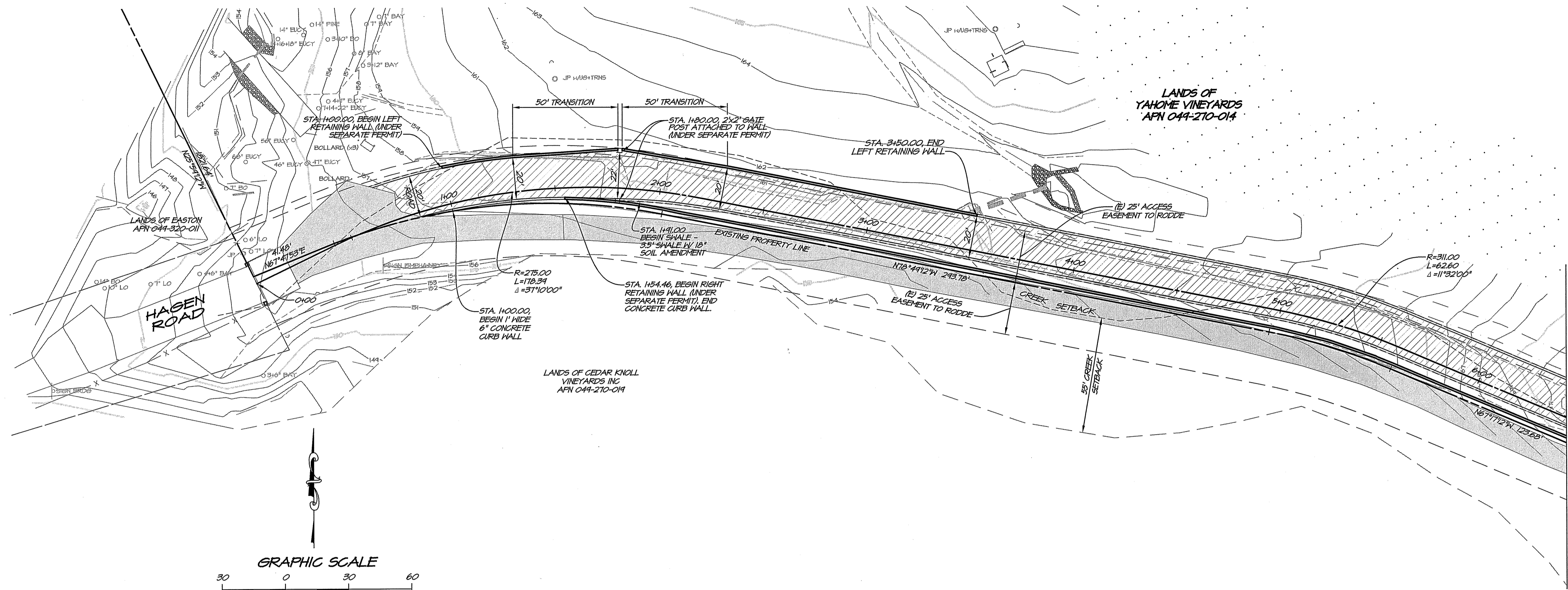
Table with 3 columns: LOCATION, CUT (C.Y.), FILL (C.Y.). Rows include ROAD, NET, LOADS, and TRIPS.

Vertical logo for RSA+ CONSULTING CIVIL ENGINEERS + SURVEYORS + 1980

Vertical text: RODDE RESIDENCE CONSTRUCTION NOTES CALIFORNIA NAPA COUNTY

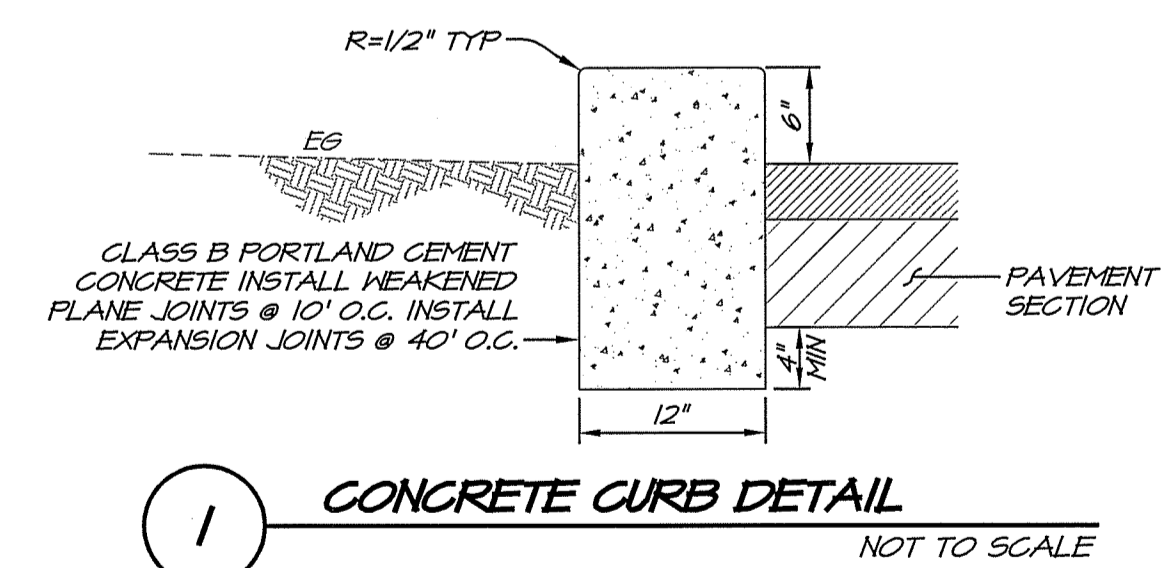


Project information: DATE SEPT. 11, 2017; DRAWN PBL/PH; DESIGNED DWL/S; CHECKED BWF; JOB NO. 411035.0; SHEET NO. C1.1; 2 OF 7 SHEETS



**HATCH LEGEND**

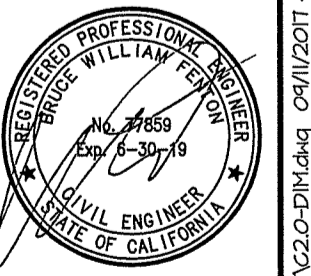
- MIN. 3" AG OVER 14" CL II AB COMPACTED TO 95% R.C.
- (E) PAVEMENT SECTION TO REMAIN



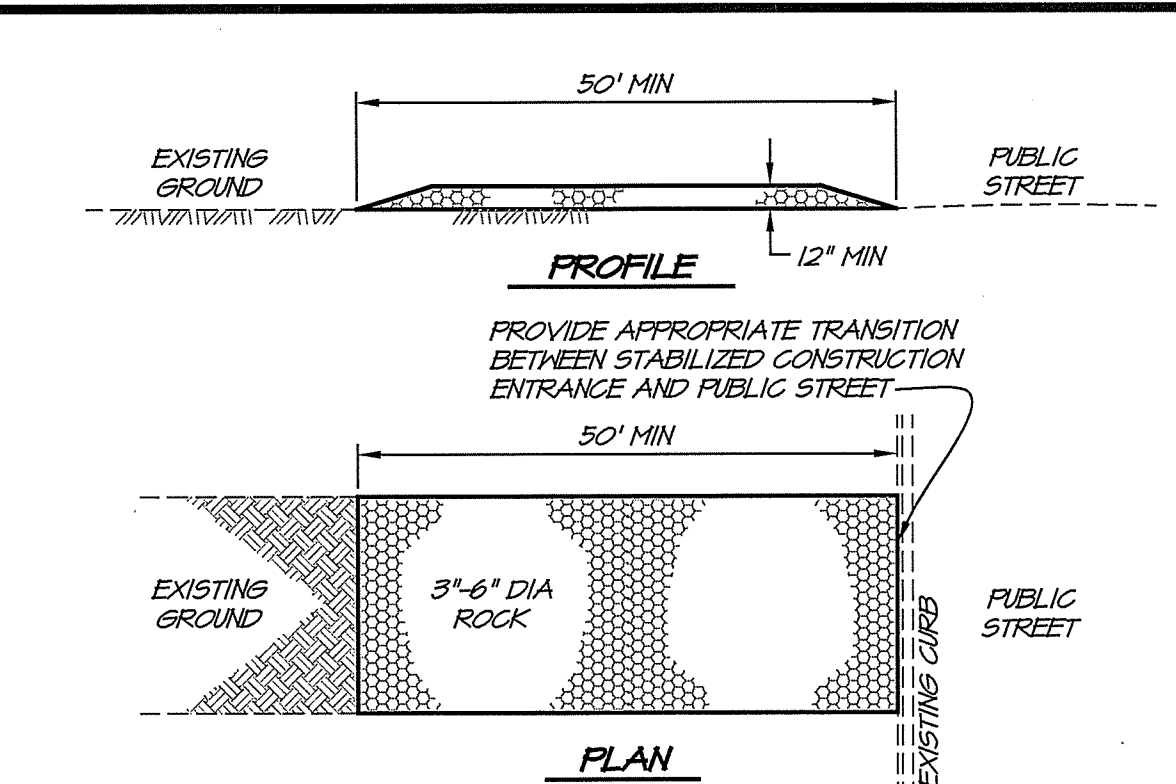
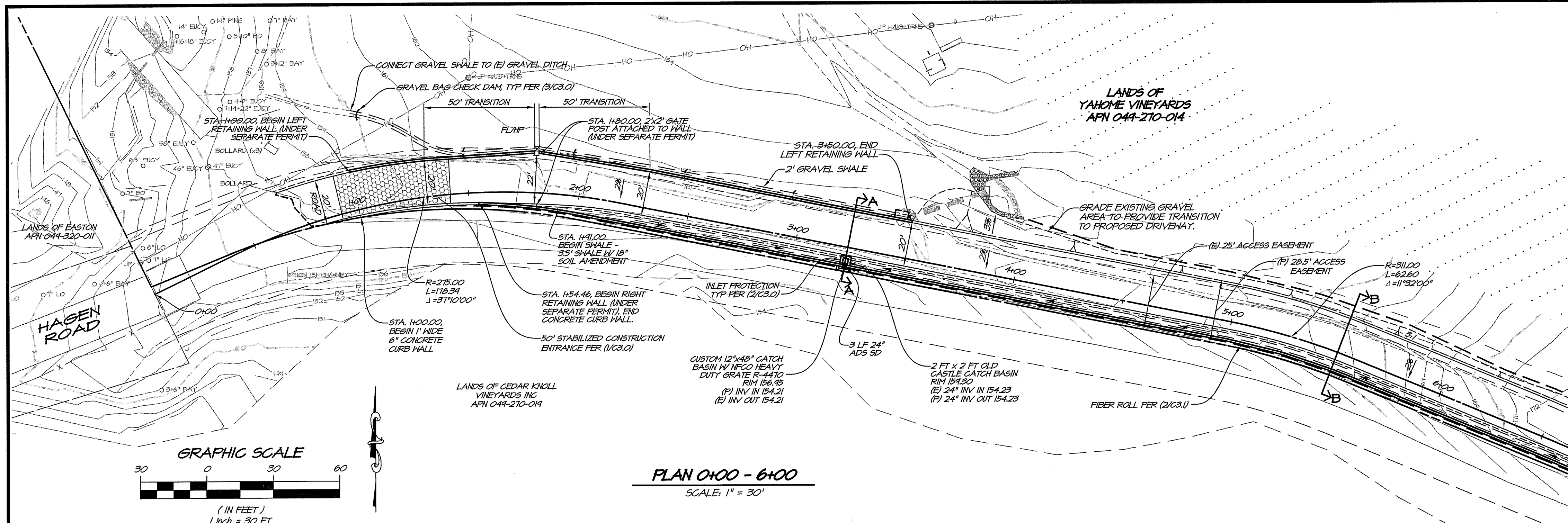
NO.	DATE	REVISIONS	BY	APPROV.

**RSA+**  
 REAL CONSULTING CIVIL ENGINEERS + SURVEYORS + I 980  
 1515 FOURTH STREET  
 NAPA, CALIF. 94959  
 OFFICE (707) 252-3301  
 + www.rsainc.com +

**RODDE RESIDENCE  
 PAVING, LAYOUT & DIMENSION PLAN**  
 CALIFORNIA  
 NAPA COUNTY



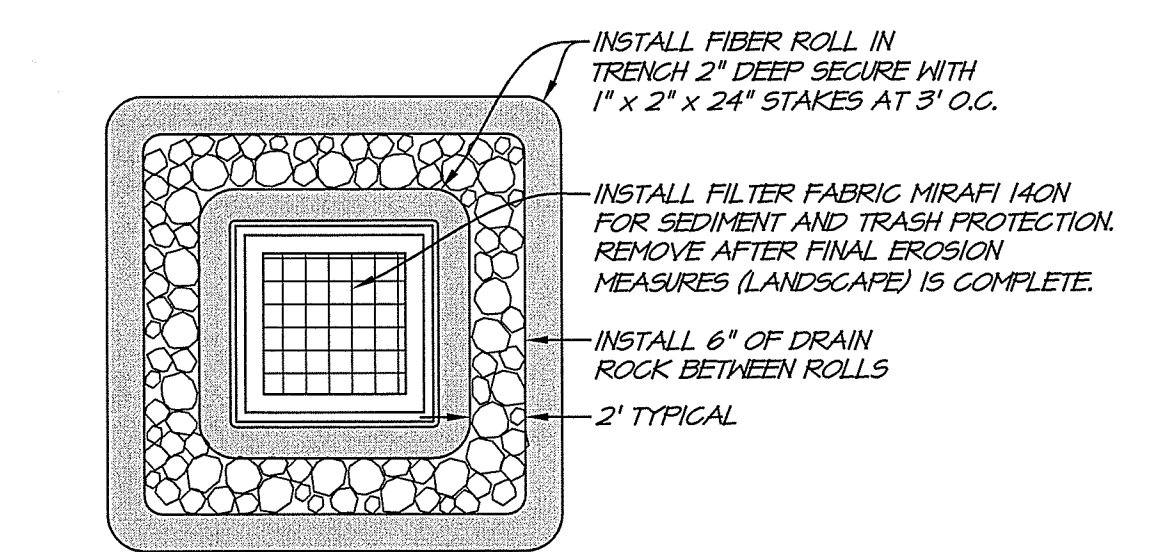
DATE	SEPT. 11, 2017
DRAWN	PBA/ESH
DESIGNED	DWD/ESH
CHECKED	EMF
JOB NO.	411055.0
SHEET NO.	<b>C2.0</b>
3 OF 7 SHEETS	



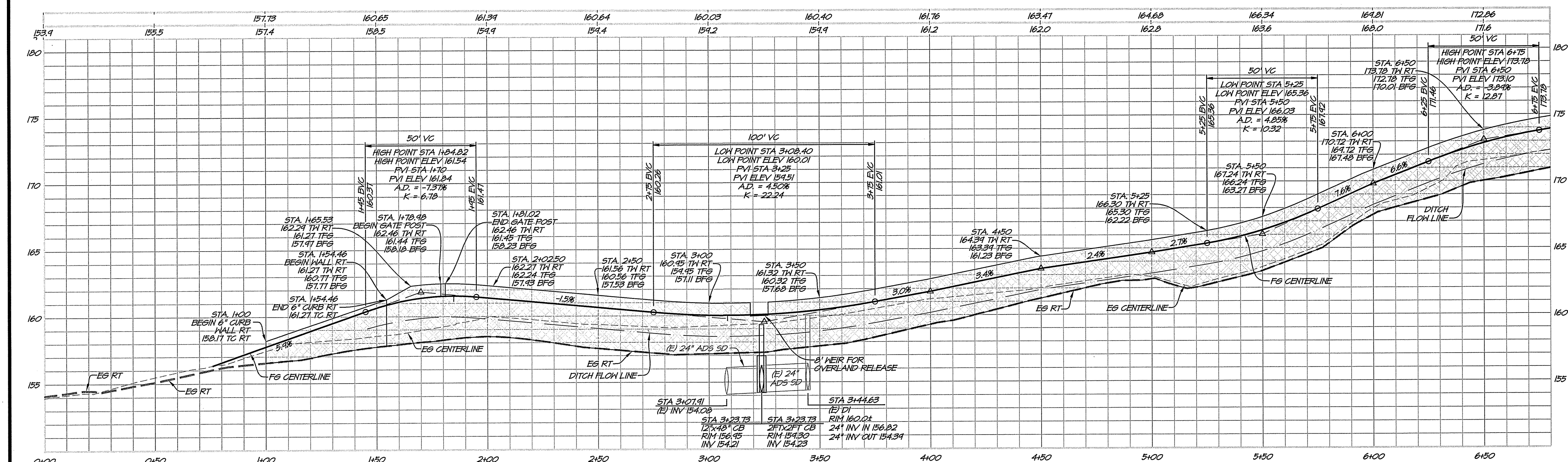
**DESIGN AND CONSTRUCTION SPECIFICATIONS**

THE MATERIAL FOR CONSTRUCTION OF THE PAD SHALL BE 3 TO 6 INCH STONE. THE THICKNESS OF THE PAD SHALL NOT BE LESS THAN 12 INCHES. THE WIDTH OF THE PAD SHALL NOT BE LESS THAN THE FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS. THE LENGTH OF THE PAD SHALL BE AS REQUIRED, BUT NOT LESS THAN 50 FEET. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY SHALL BE REMOVED IMMEDIATELY. WHEN NECESSARY, WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHTS-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH OR WATERCOURSE THROUGH USE OF SAND BAGS, GRAVEL, BOARDS OR OTHER APPROVED METHODS.

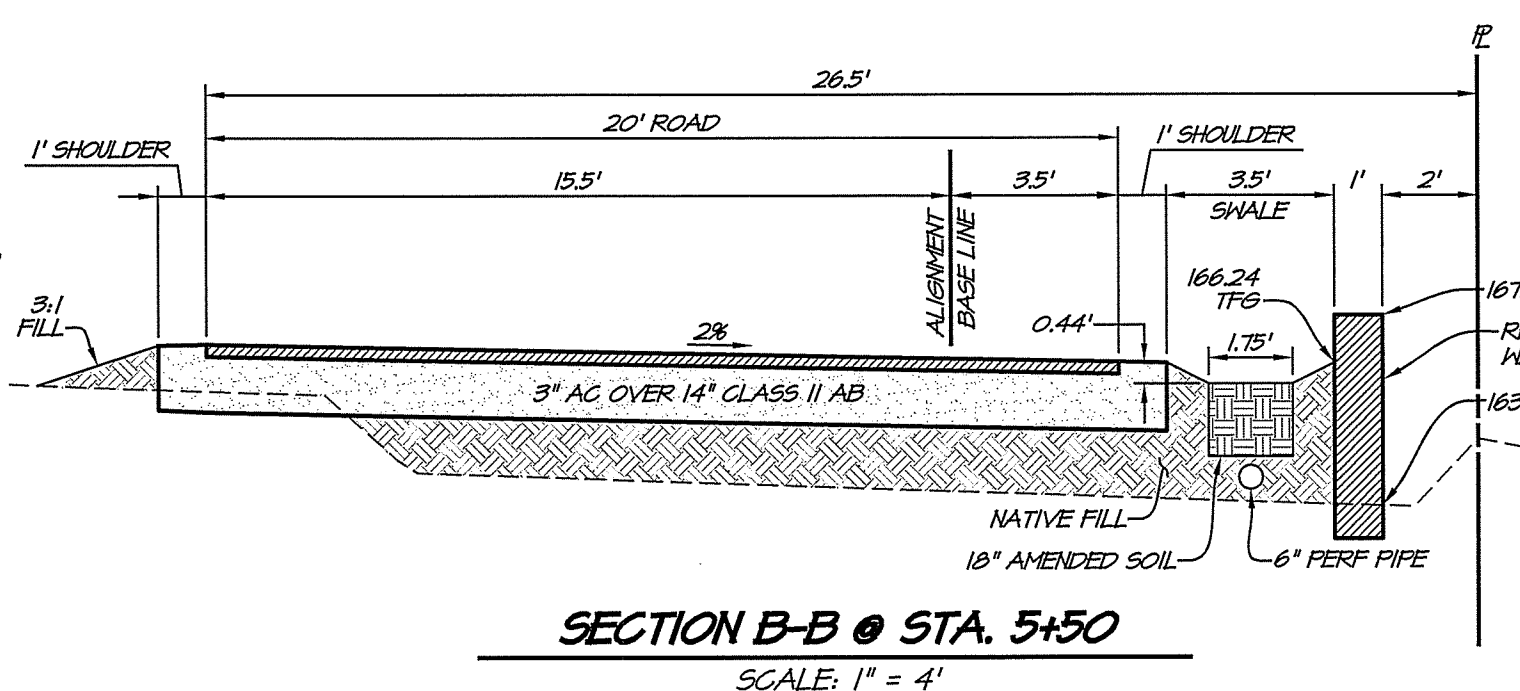
**1 STABILIZED CONSTRUCTION ENTRANCE**  
 RSA EC0000-06 NOT TO SCALE



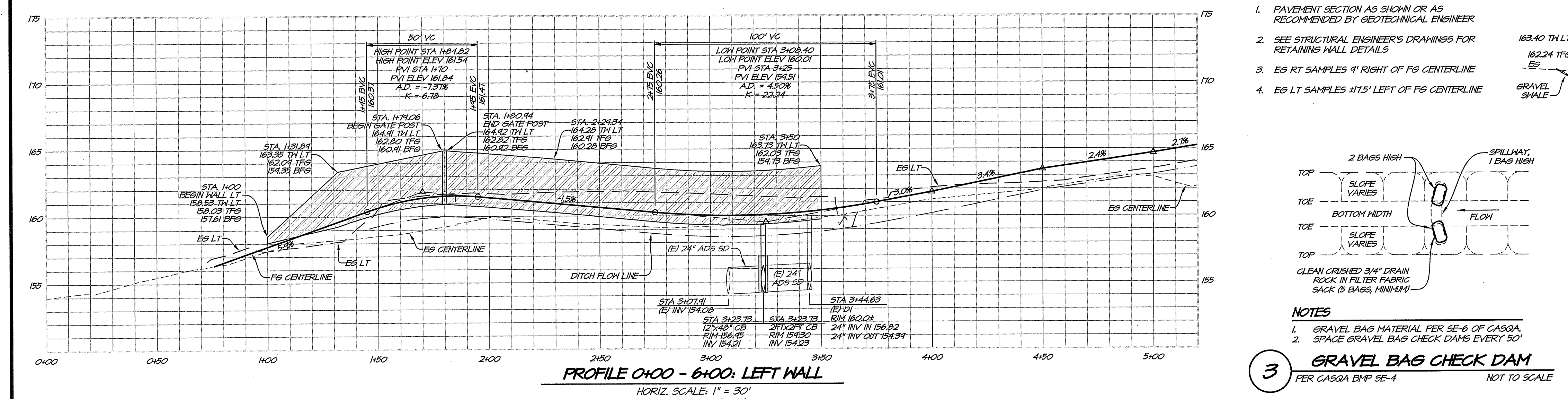
**2 DRAIN INLET SEDIMENT BARRIER**  
 RSA EC0000-08 NOT TO SCALE



**PROFILE 0+00 - 6+00: RIGHT WALL**  
 HORIZ. SCALE: 1" = 30'  
 VERT. SCALE: 1" = 5'



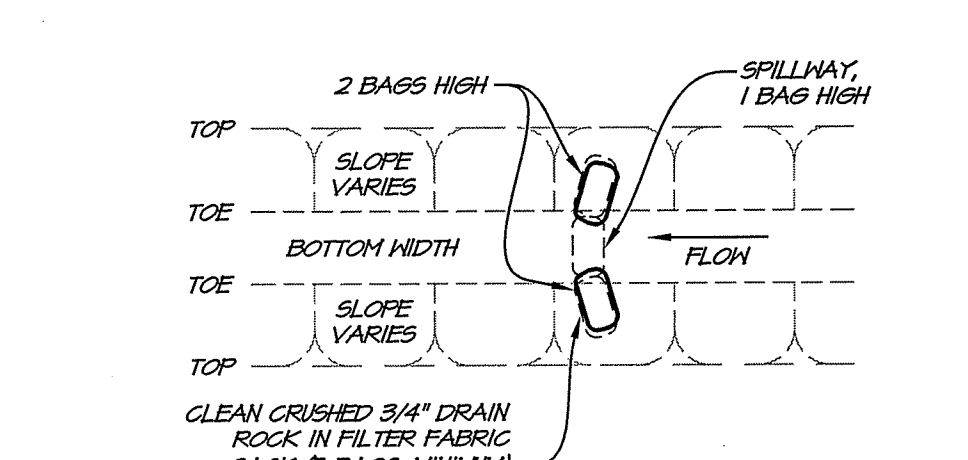
**SECTION B-B @ STA. 5+50**  
 SCALE: 1" = 4'



**PROFILE 0+00 - 6+00: LEFT WALL**  
 HORIZ. SCALE: 1" = 30'  
 VERT. SCALE: 1" = 5'

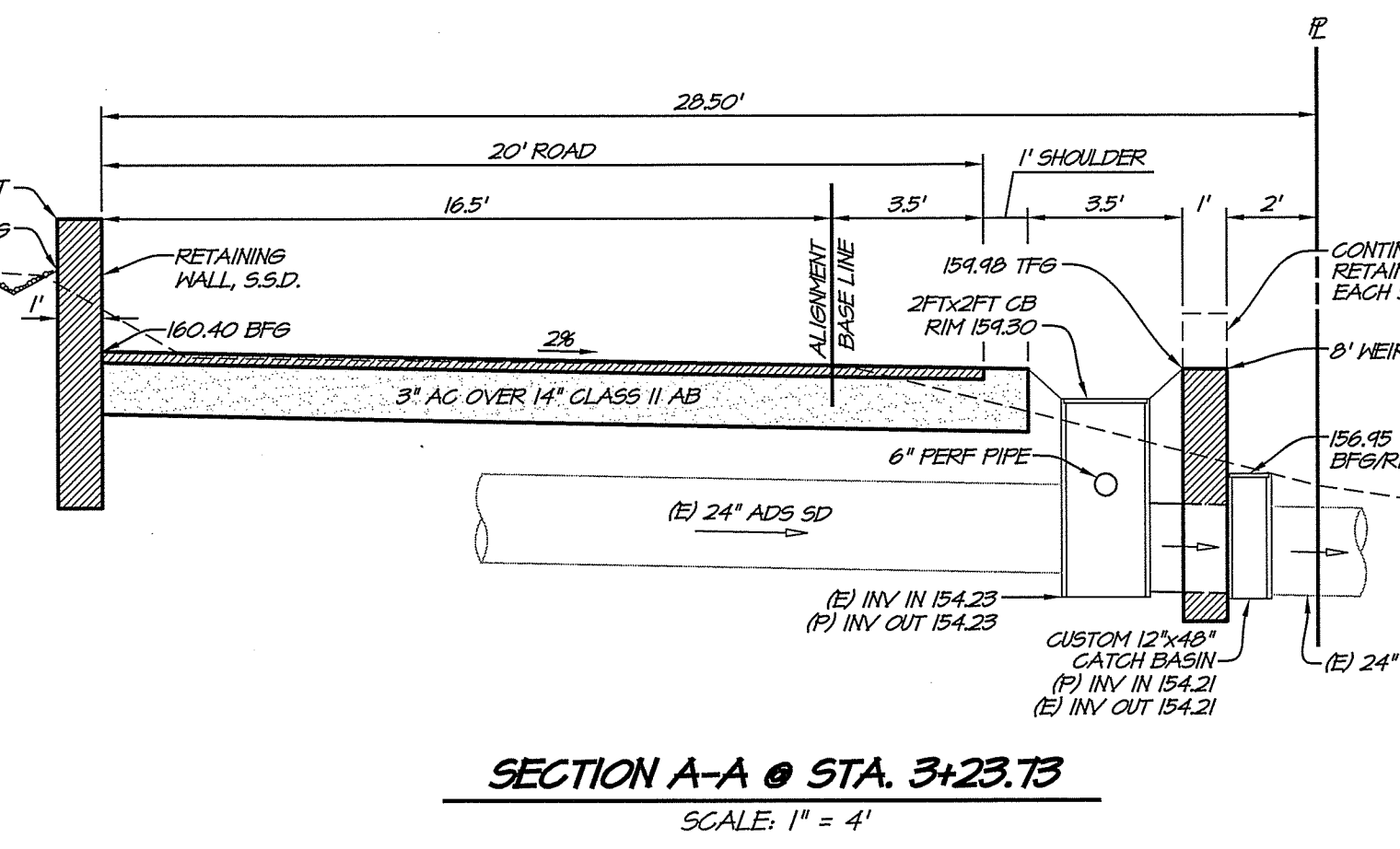
**NOTES**

1. PAVEMENT SECTION AS SHOWN OR AS RECOMMENDED BY GEOTECHNICAL ENGINEER
2. SEE STRUCTURAL ENGINEER'S DRAWINGS FOR RETAINING WALL DETAILS
3. EG RT SAMPLES 4' RIGHT OF FG CENTERLINE
4. EG LT SAMPLES 4 1/2' LEFT OF FG CENTERLINE



**3 GRAVEL BAG CHECK DAM**

- PER CASQA BHP SE-4 NOT TO SCALE
1. GRAVEL BAG MATERIAL PER SE-6 OF CASQA.
  2. SPACE GRAVEL BAG CHECK DAMS EVERY 50'



**SECTION A-A @ STA. 3+23.73**  
 SCALE: 1" = 4'

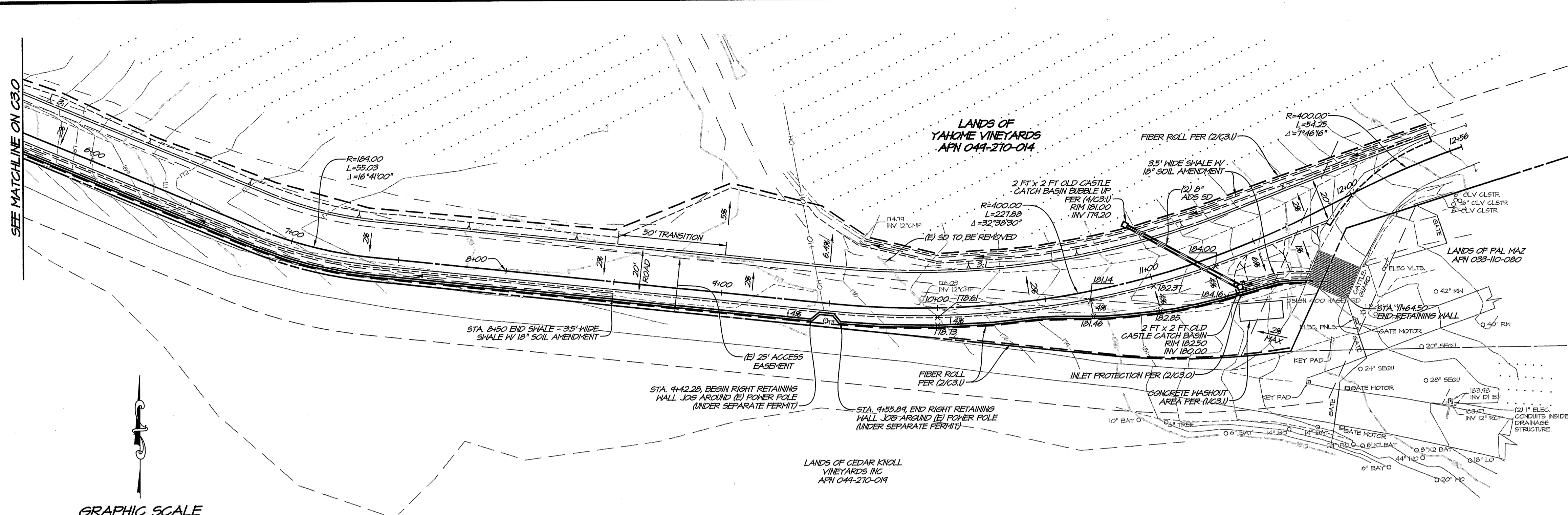
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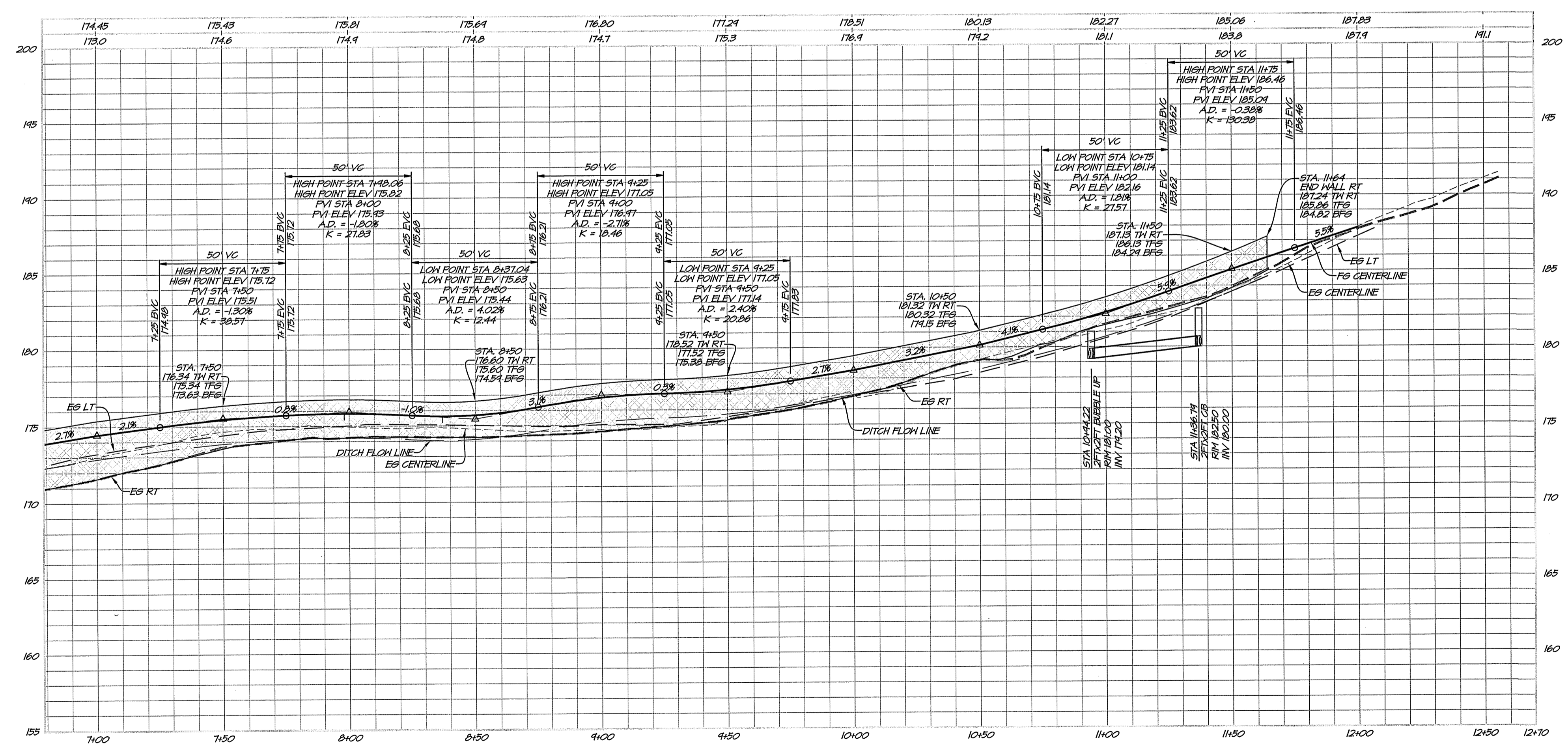
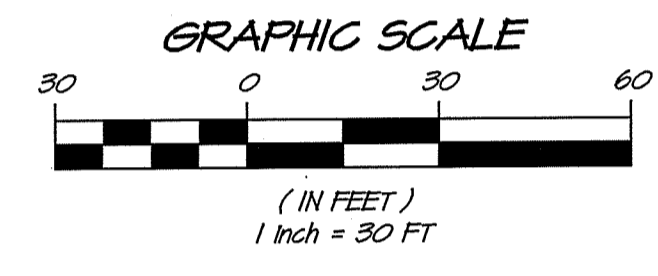
**RODDE RESIDENCE DRIVEWAY PLAN 0+00 - 6+00**  
 CALIFORNIA

NAPA COUNTY

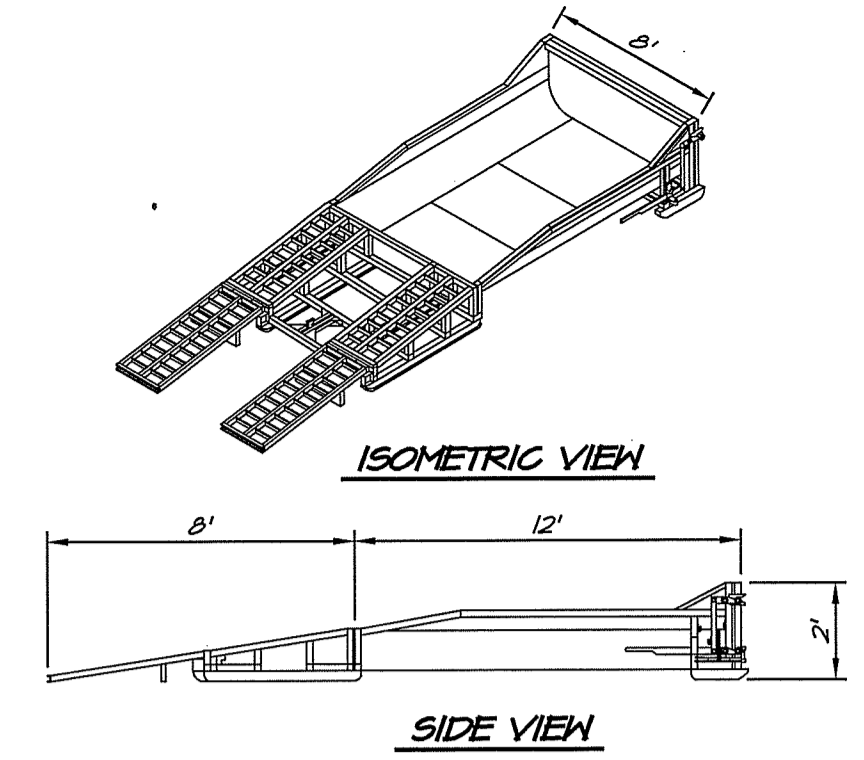
DATE: SEPT. 11, 2017  
 DRAWN: PBL/JPW  
 DESIGNED: DWD/JS  
 CHECKED: BWF  
 JOB NO. 411055.0  
 SHEET NO. **C3.0**  
 4 OF 7 SHEETS



**PLAN 6+00 - 12+50**  
SCALE: 1" = 30'



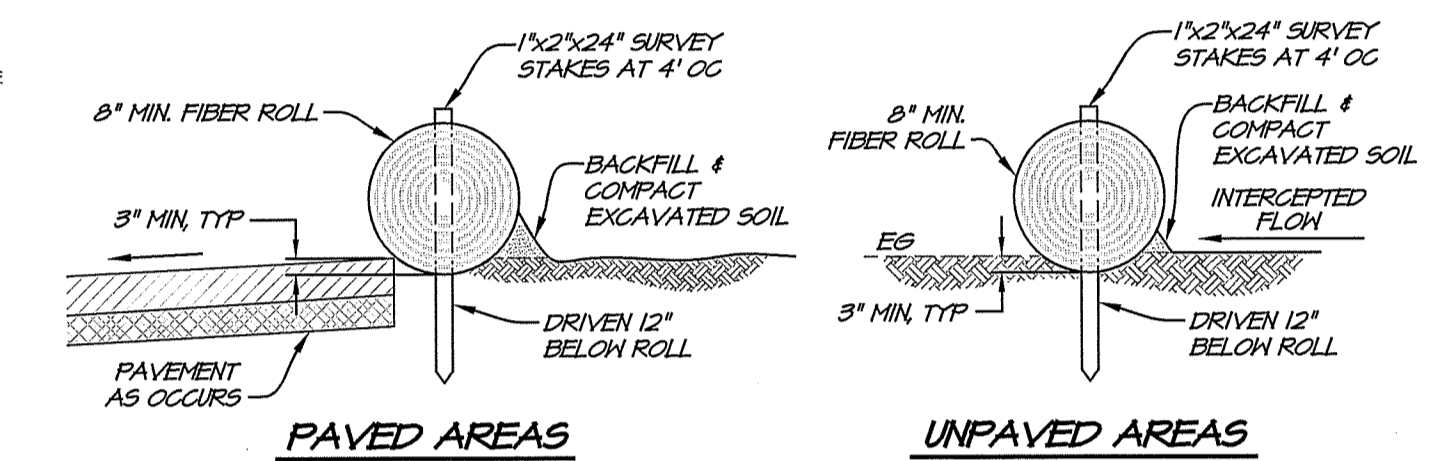
**PROFILE 6+00 - 12+50**  
HORIZ. SCALE: 1" = 30'  
VERT. SCALE: 1" = 5'



**CONCRETE WASHOUT DETAIL**  
NOT TO SCALE

**NOTES**

- TYPICAL CONCRETE WASHOUT BOX OR EQUIVALENT APPROVED METHOD SHALL BE USED FOR CONCRETE EQUIPMENT WASHOUT.
- CONTACT AMERICAN CONCRETE WASHOUTS (916-910-0842) FOR RENTAL AND SIZE INFORMATION.



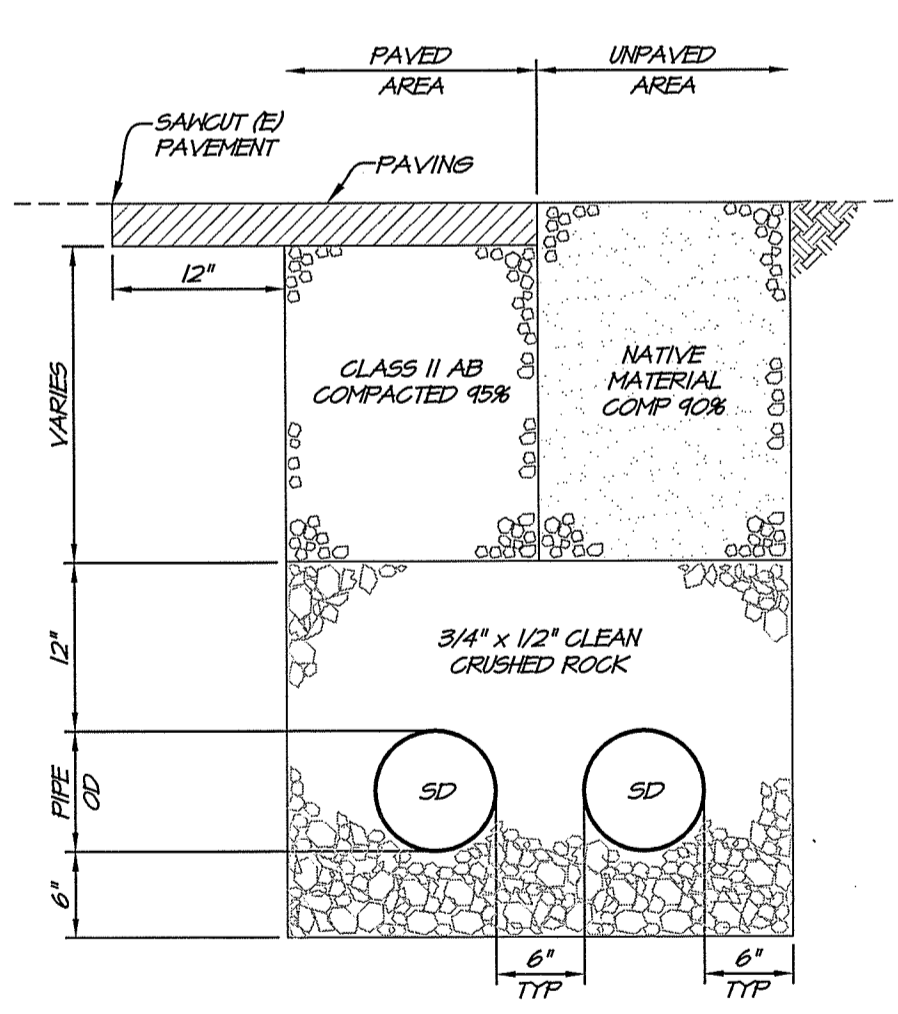
**GENERAL NOTES**

- PLACE FIBER ROLLS INTO THE KEY TRENCH AND STAKE ON BOTH SIDES OF THE ROLL WITHIN 2 FEET OF EACH END AND THEN 4 FEET WITH 1" x 2" STAKES OR AS SUGGESTED BY MANUFACTURER.
- LOCATE FIBER ROLLS ON LEVEL CONTOURS SPACED AS FOLLOWS:
  - SLOPE INCLINATION OF 4:1 (H:V) OR LESS: FIBER ROLLS SHOULD BE PLACED AT A MAXIMUM INTERVAL OF 20'.
  - SLOPE INCLINATION BETWEEN 4:1 AND 2:1 (H:V): FIBER ROLLS SHOULD BE PLACED AT A MAXIMUM INTERVAL OF 15 FT.
  - SLOPE INCLINATION 2:1 (H:V) OR GREATER: FIBER ROLLS SHOULD BE PLACED AT A MAXIMUM INTERVAL OF 10 FT.
- TURN THE ENDS OF THE FIBER ROLL UP SLOPE TO PREVENT RUNOFF FROM GOING AROUND THE ROLL.
- IF MORE THAN ONE FIBER ROLL IS PLACED IN A ROW, THE ROLLS SHALL BE OVER LAPPED, NOT ABUTTED.
- FIBER ROLLS SHALL BE REMOVED AFTER COMPLETION OF PROJECT.

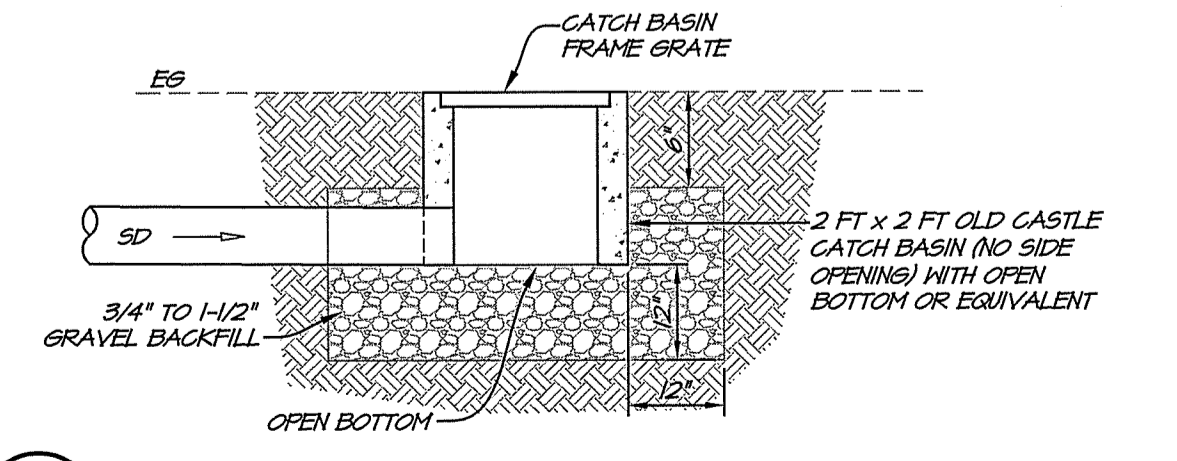
**PAVED INSTALLATION NOTES**

- INSTALL FIBER ROLL AT BACK OF SIDEWALK OR BACK OF CURB ONCE PADS ARE CONSTRUCTED.
- MAINTAIN FIBER ROLL @ BACK OF CURB FOR SEPARATED SIDEWALK.

**2 FIBER ROLL SEDIMENT BARRIER**  
REV EC0000-04 PER CASQA BMP SE-5 NOT TO SCALE



**3 ADS TRENCH DETAIL**  
REV SD0000-04 NOT TO SCALE



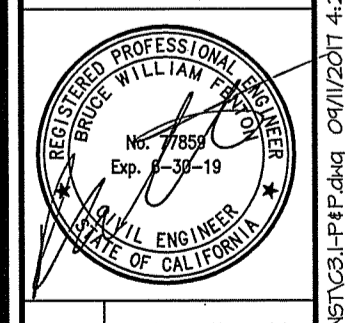
**4 BUBBLE UP DETAIL**  
NOT TO SCALE

NO.	DATE	REVISIONS	BY	APPD

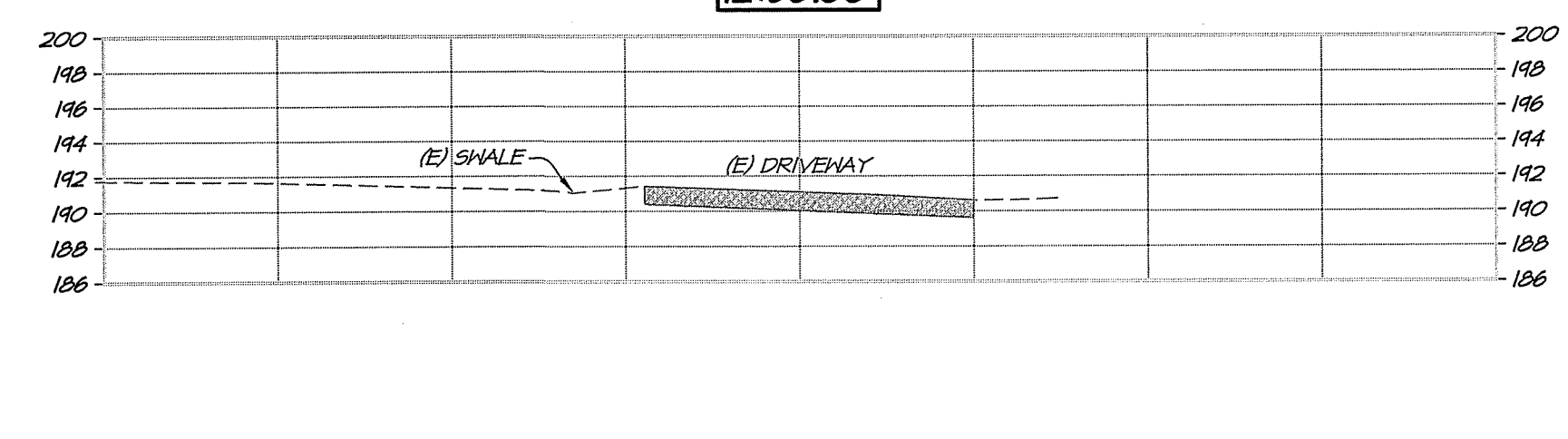
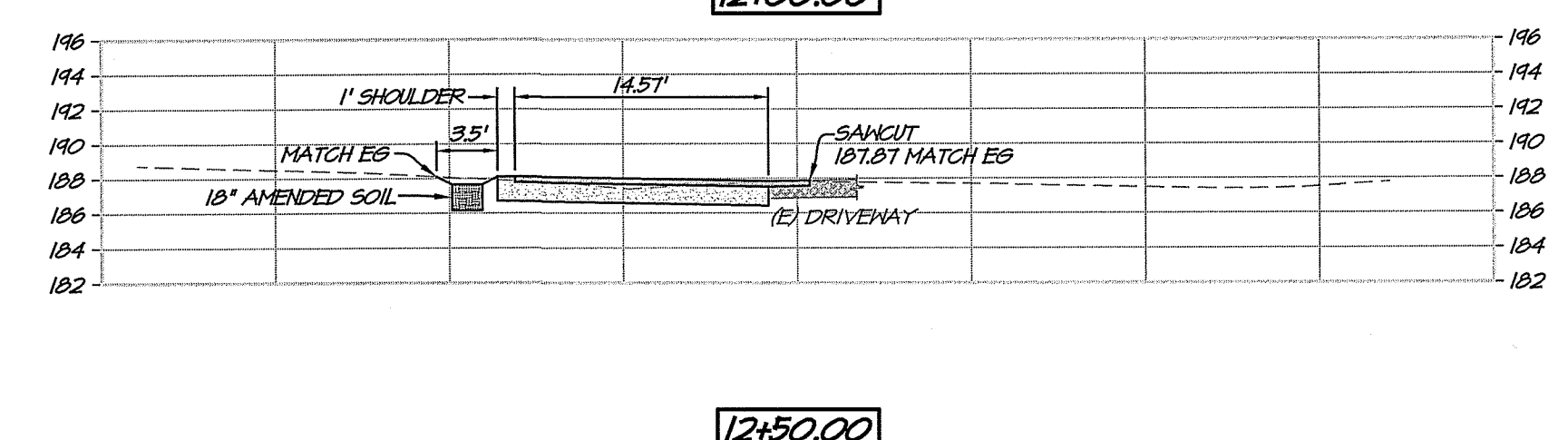
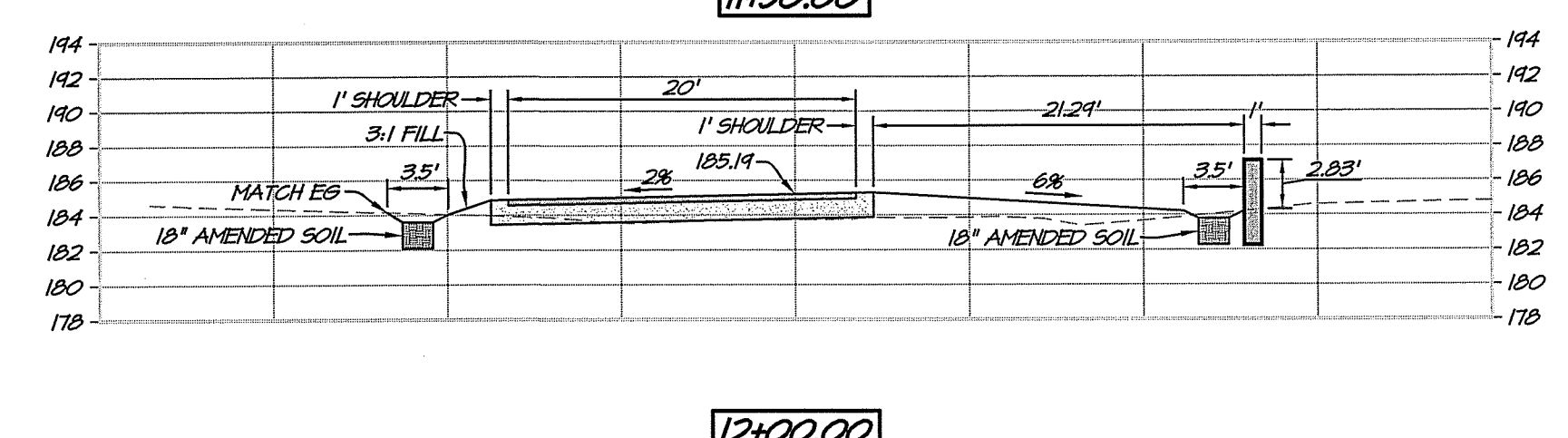
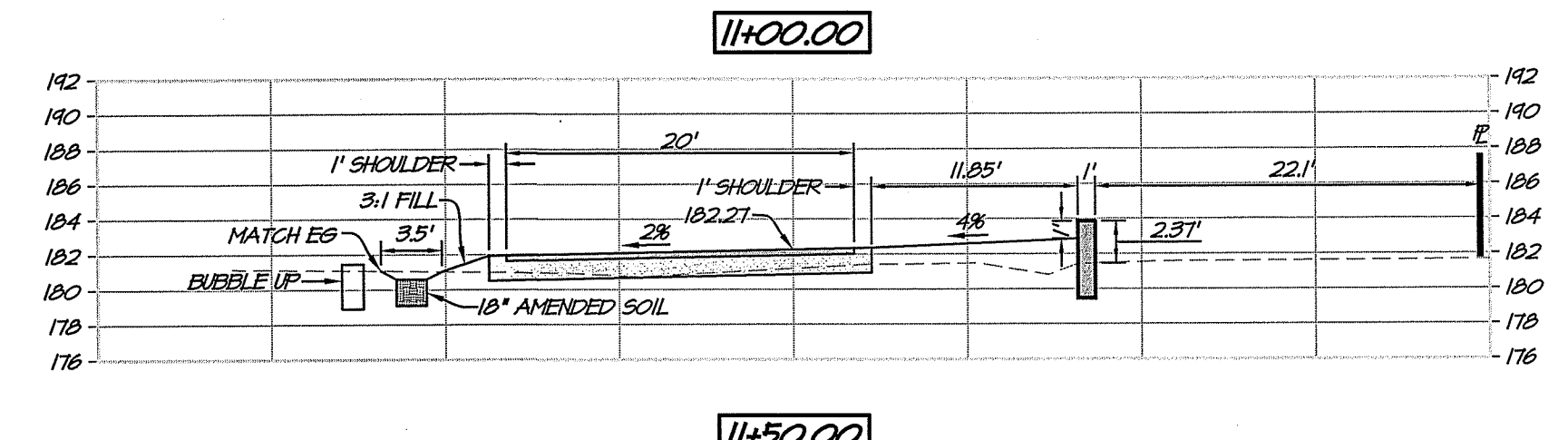
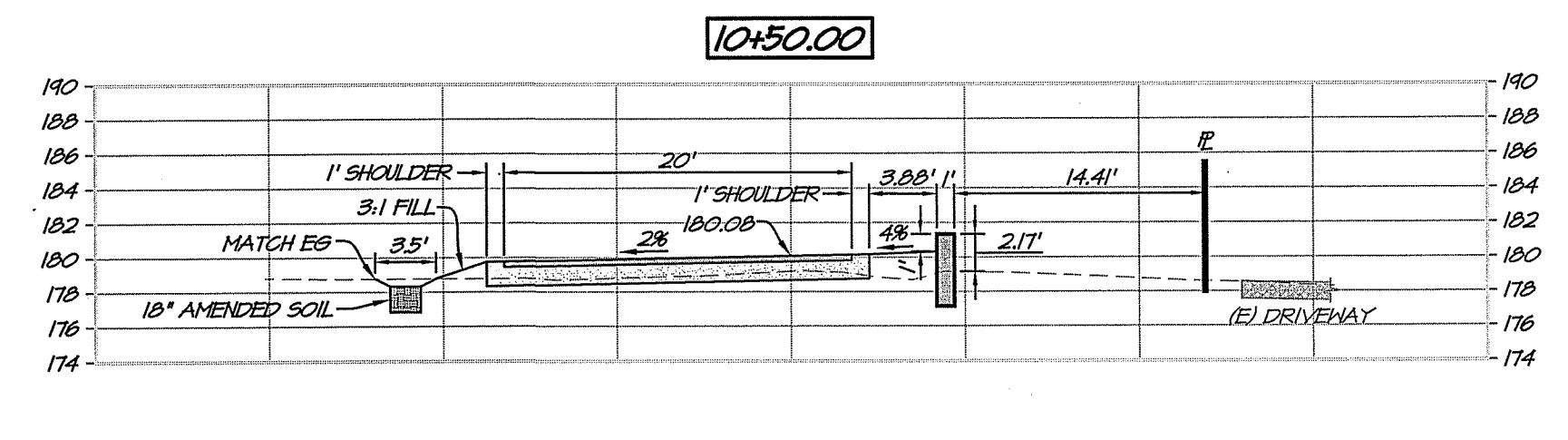
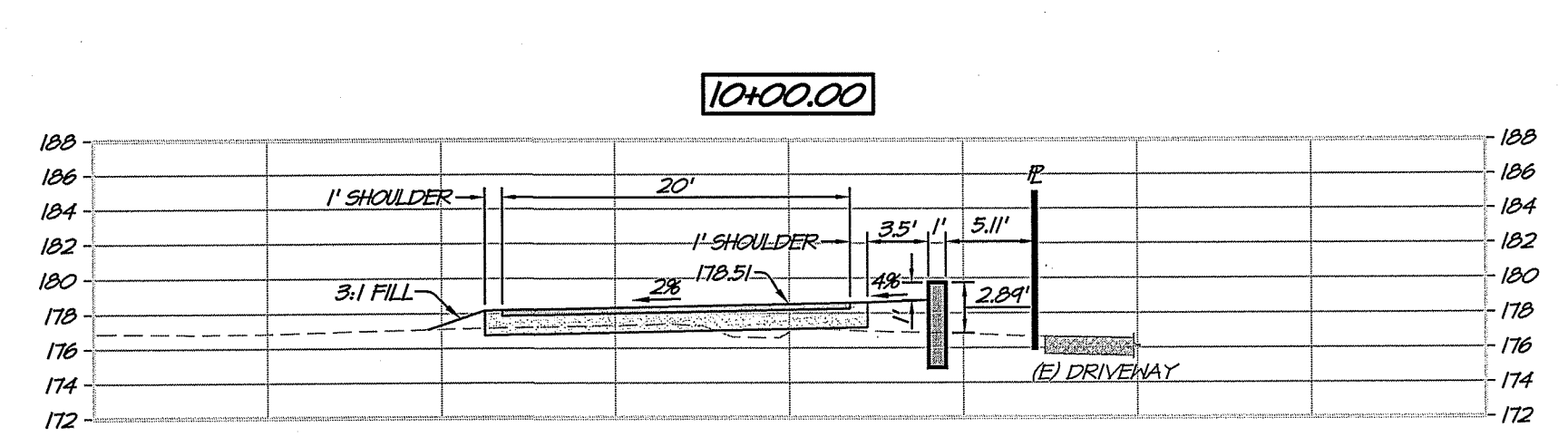
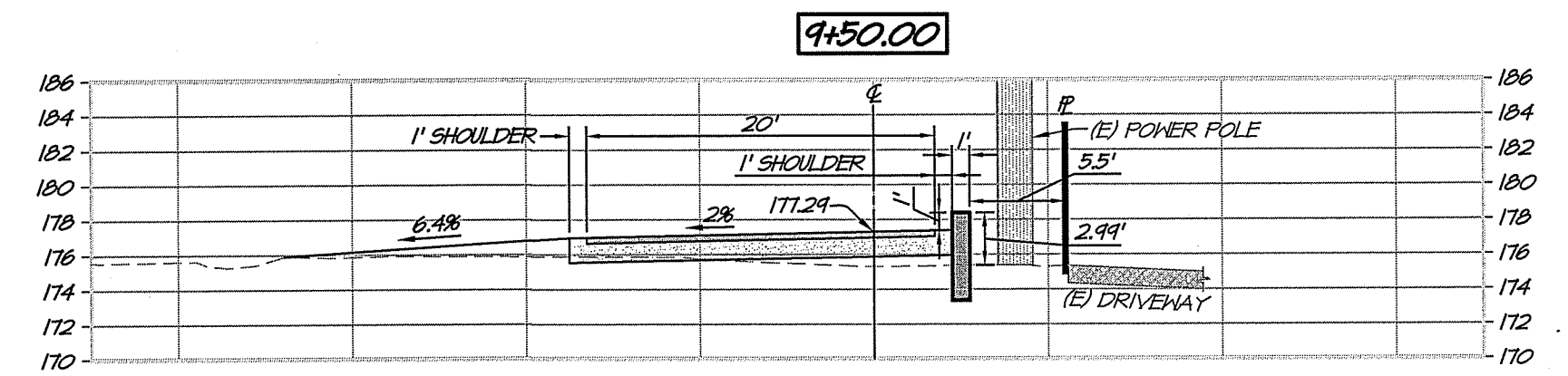
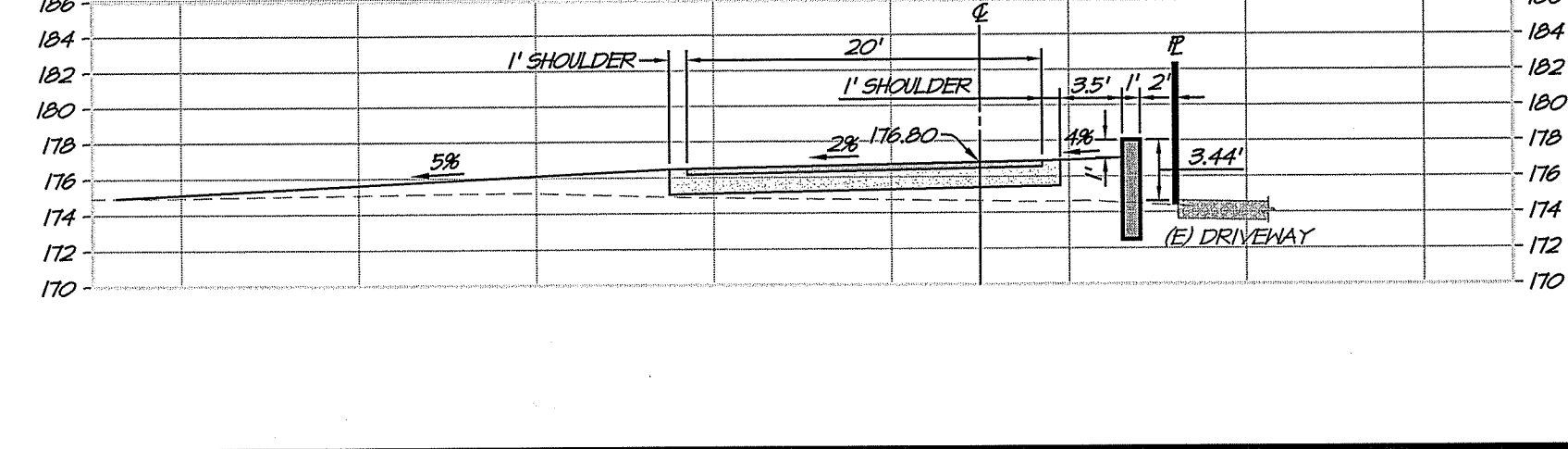
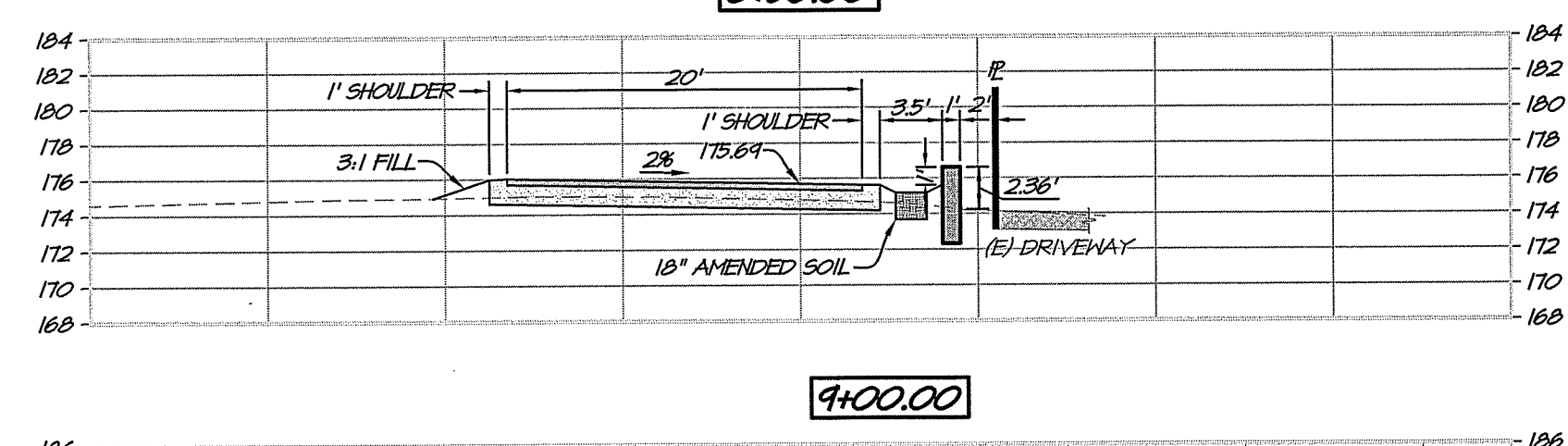
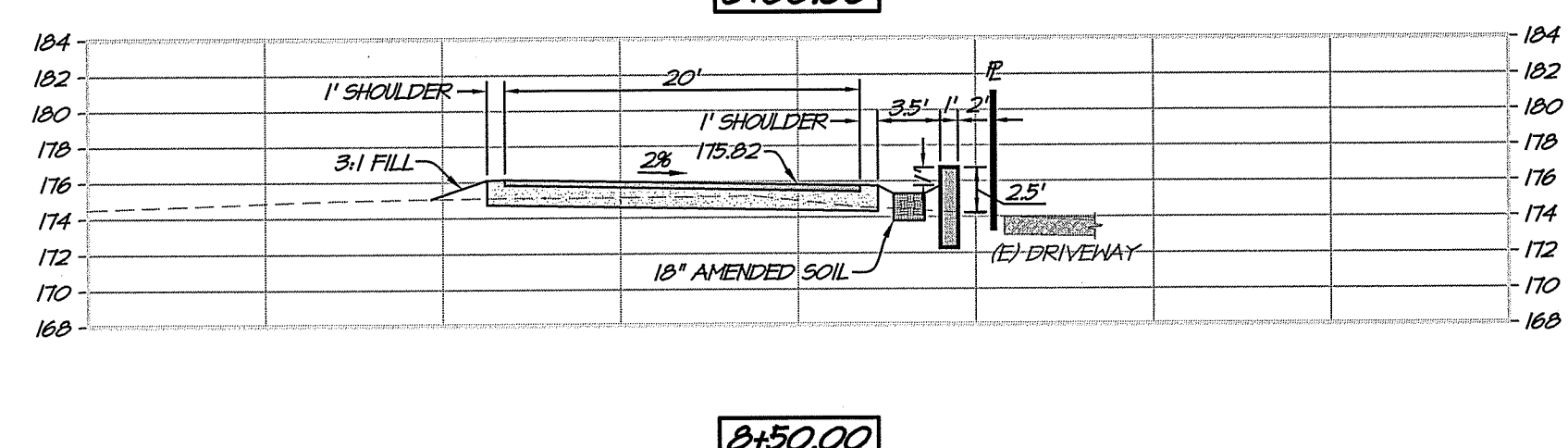
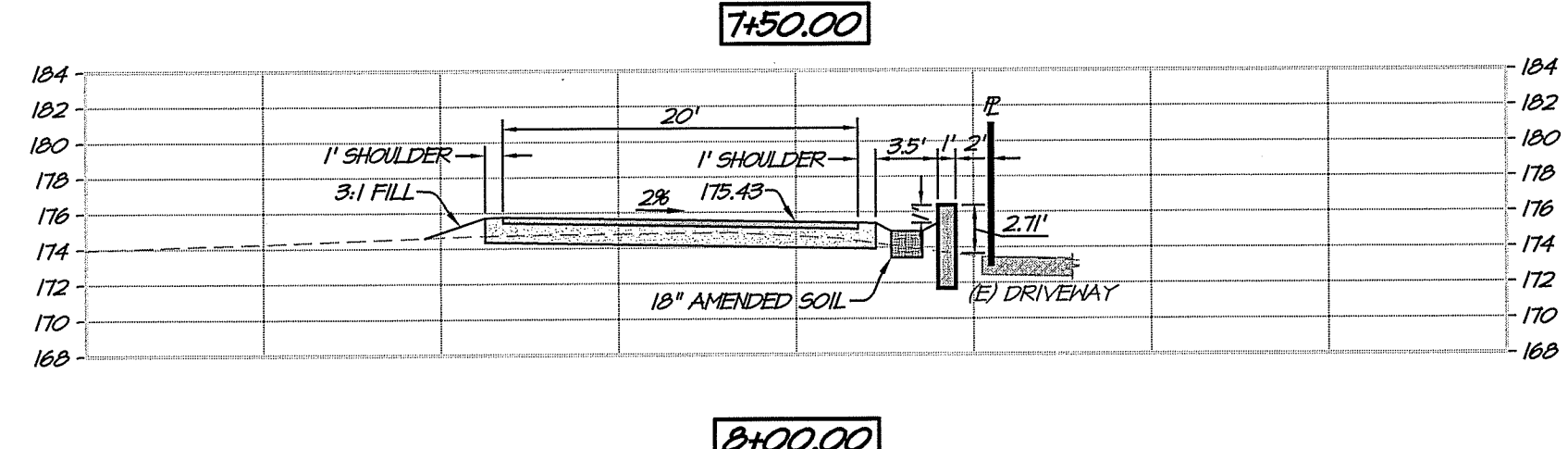
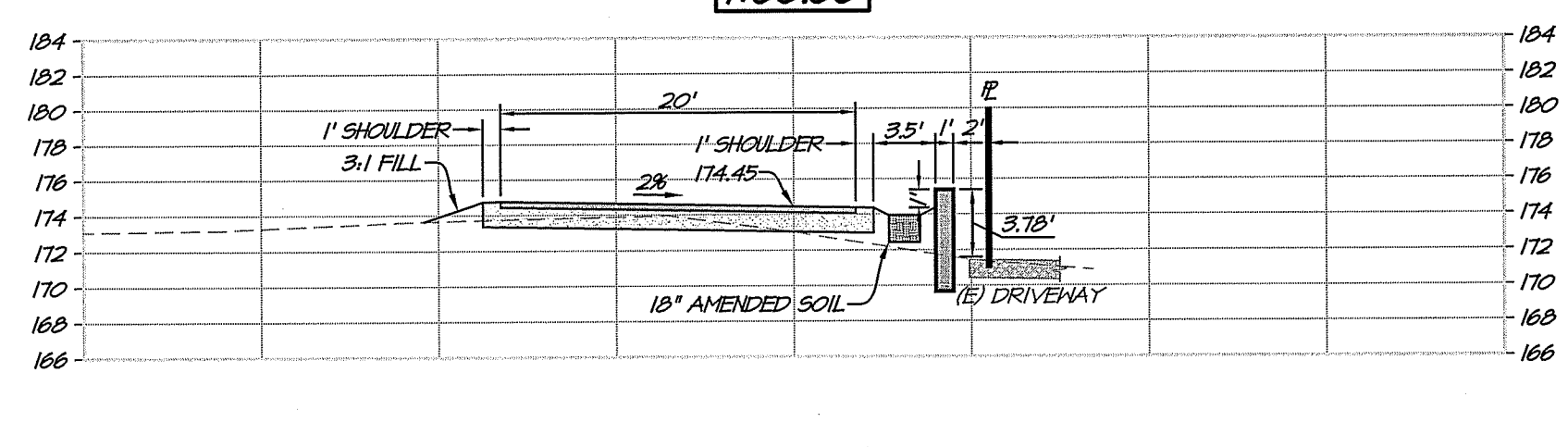
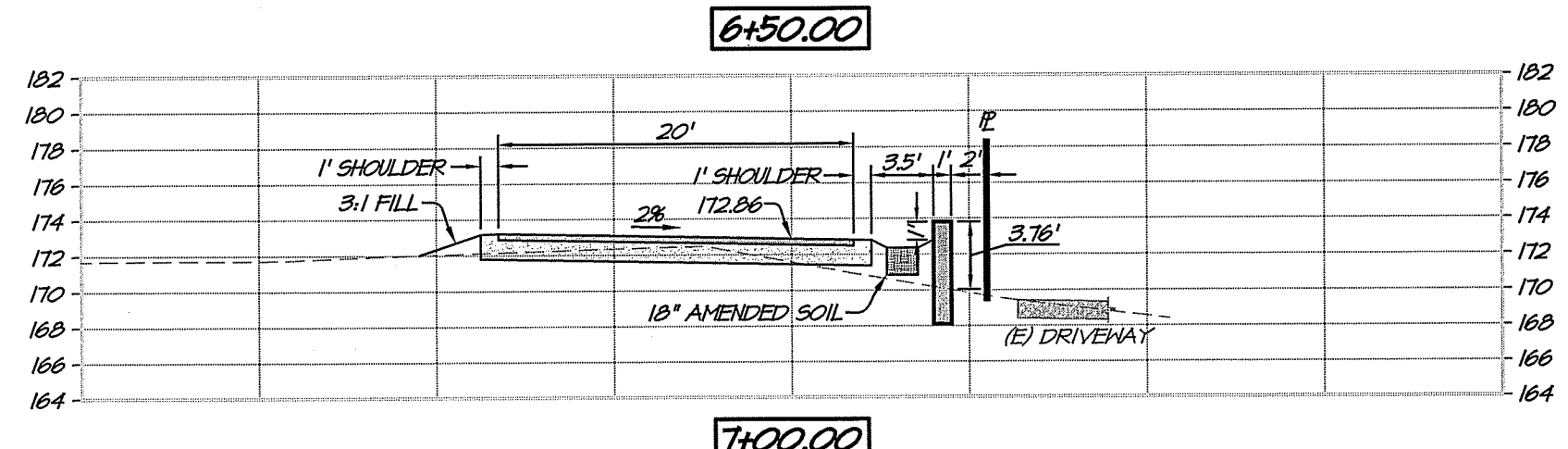
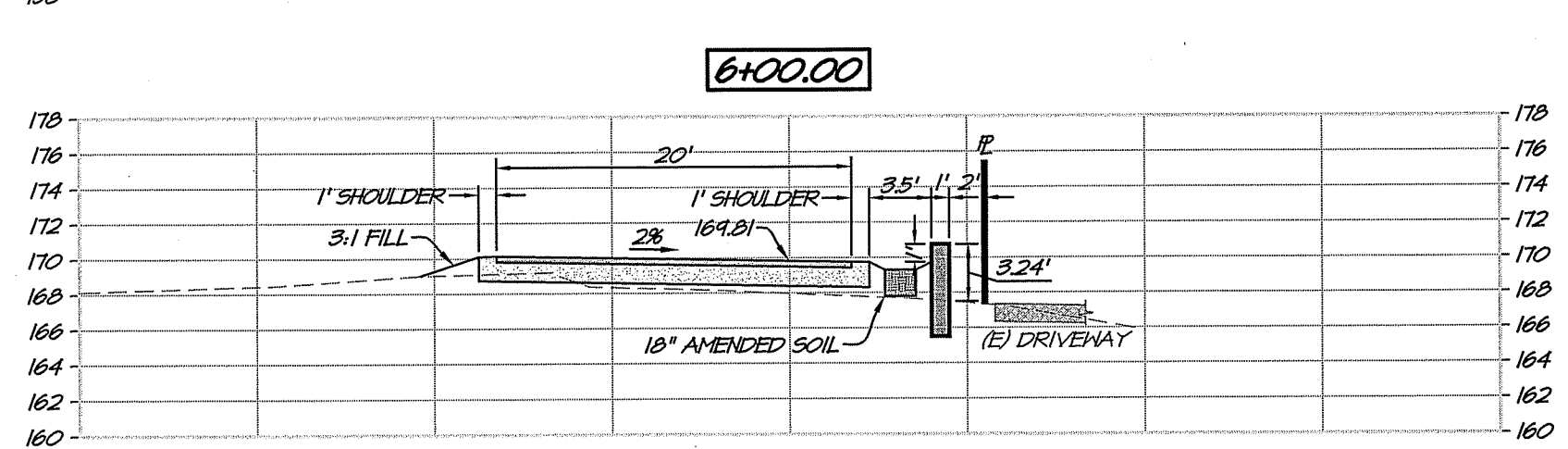
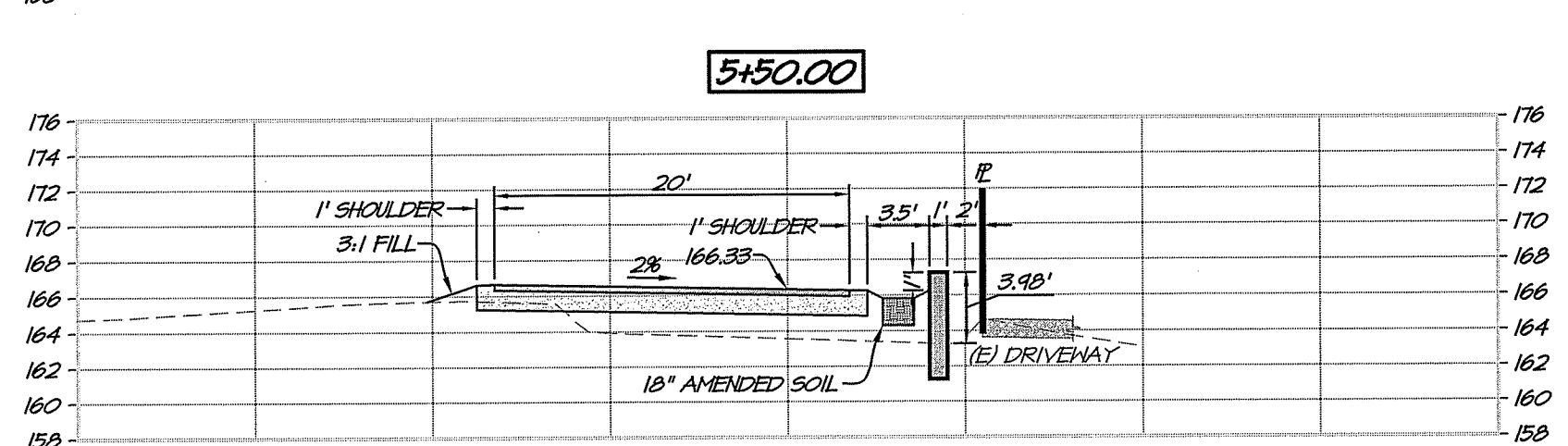
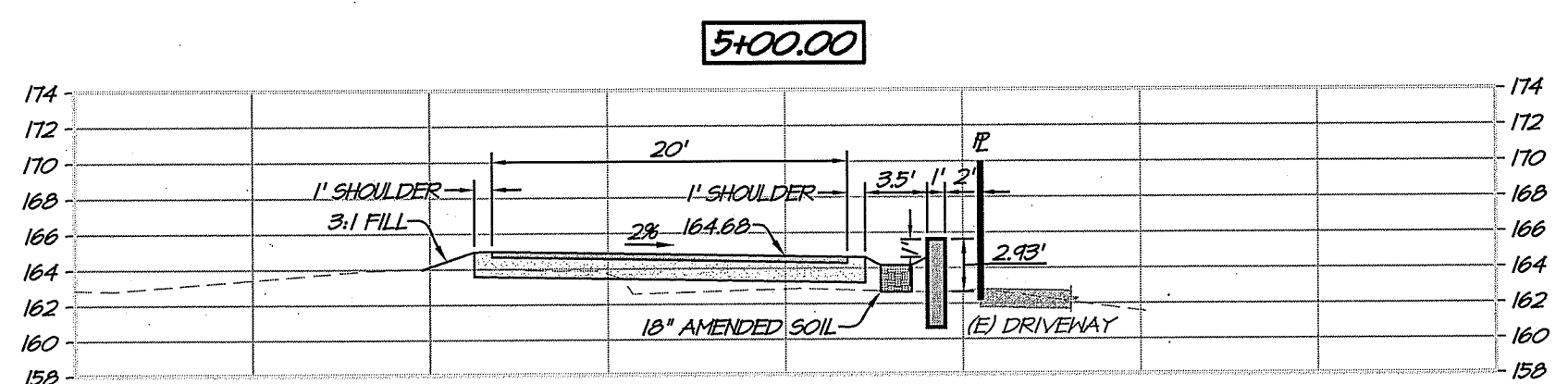
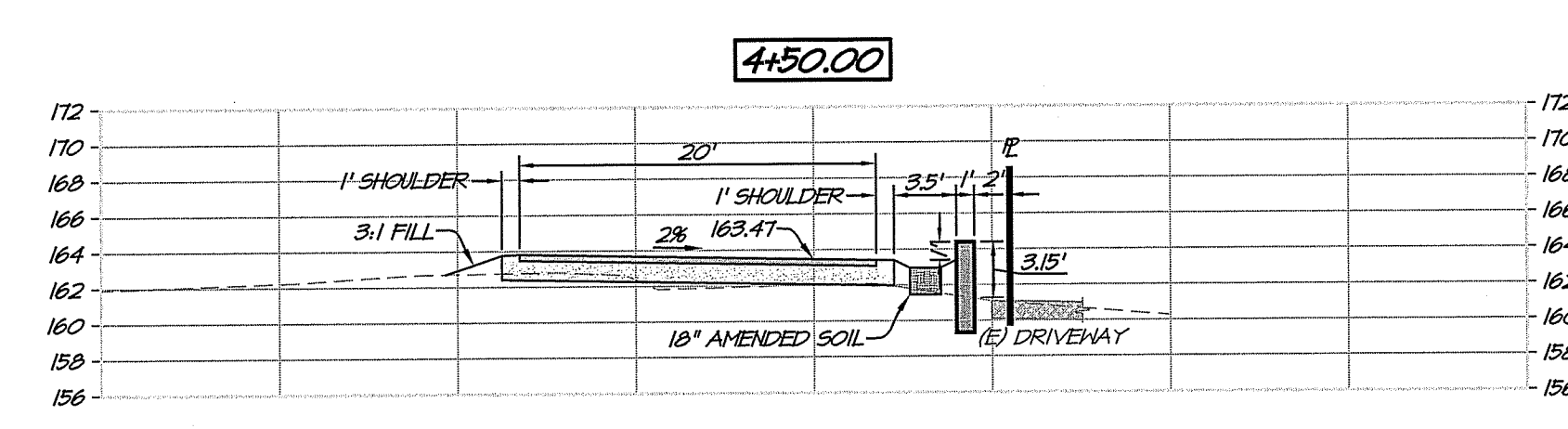
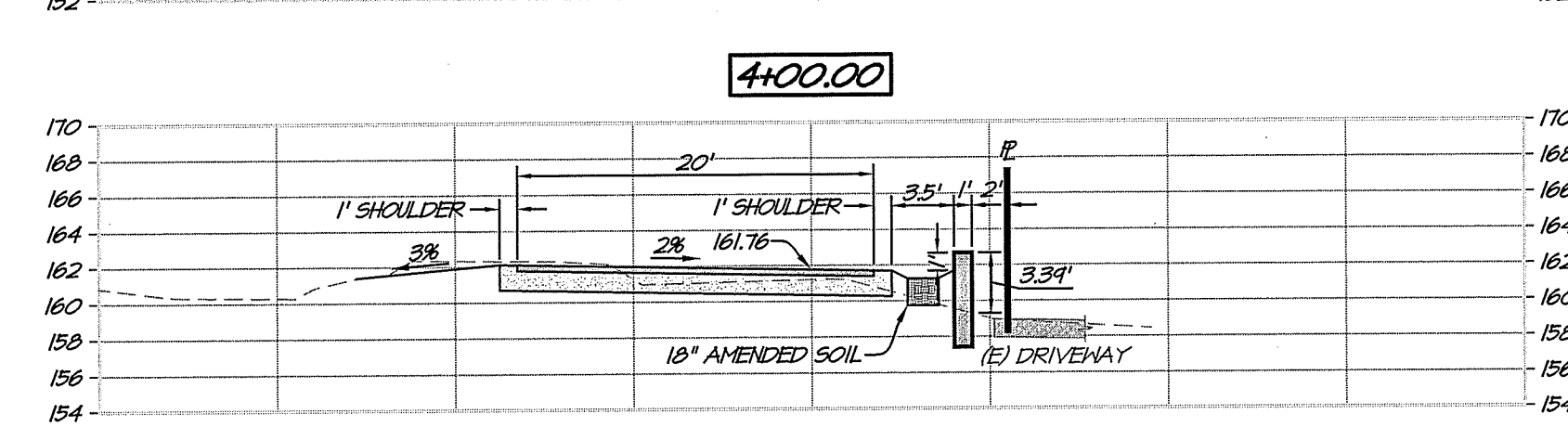
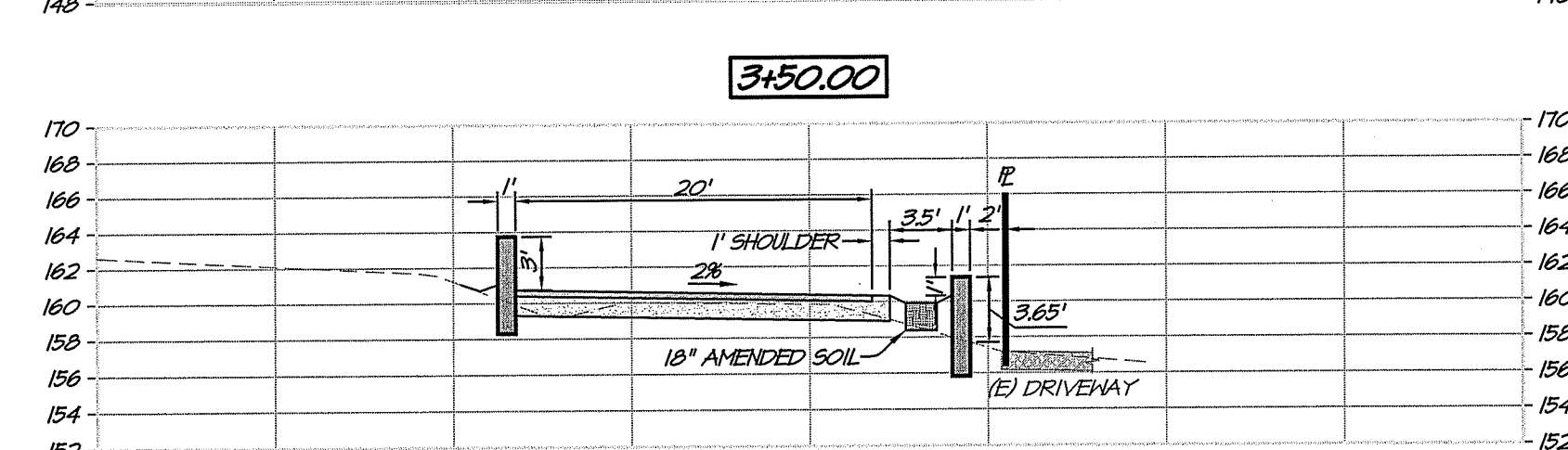
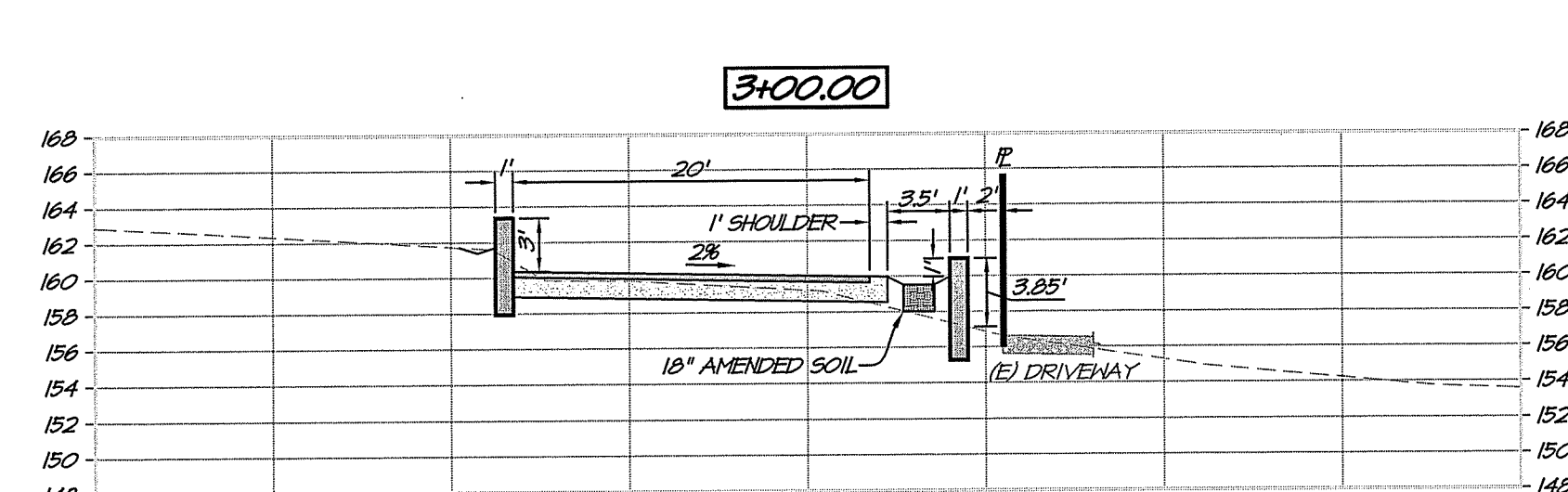
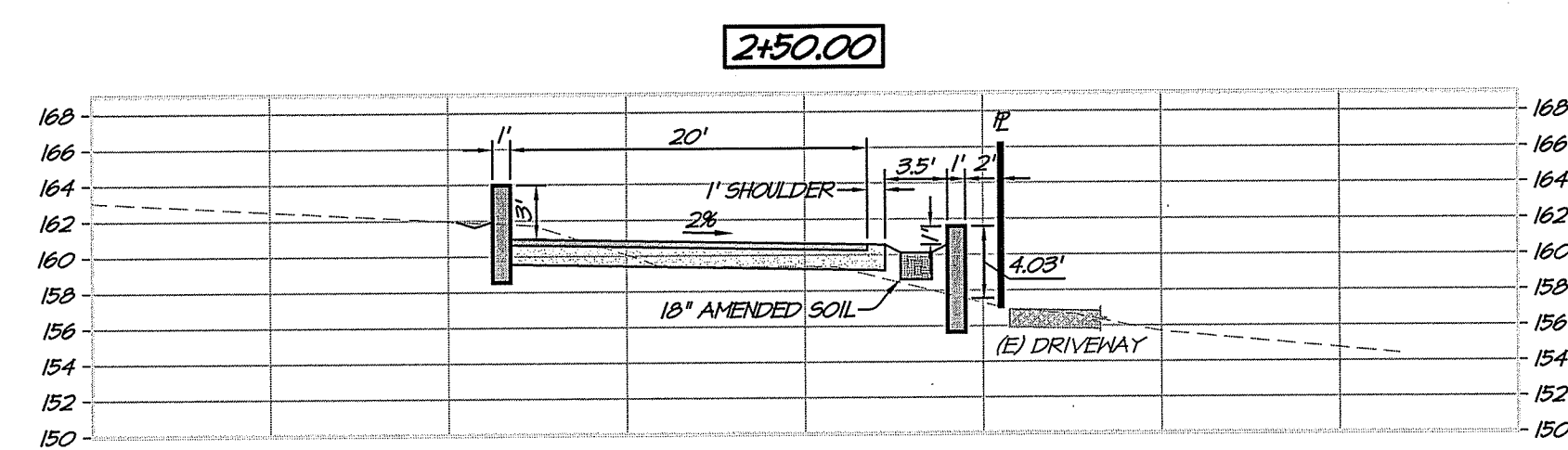
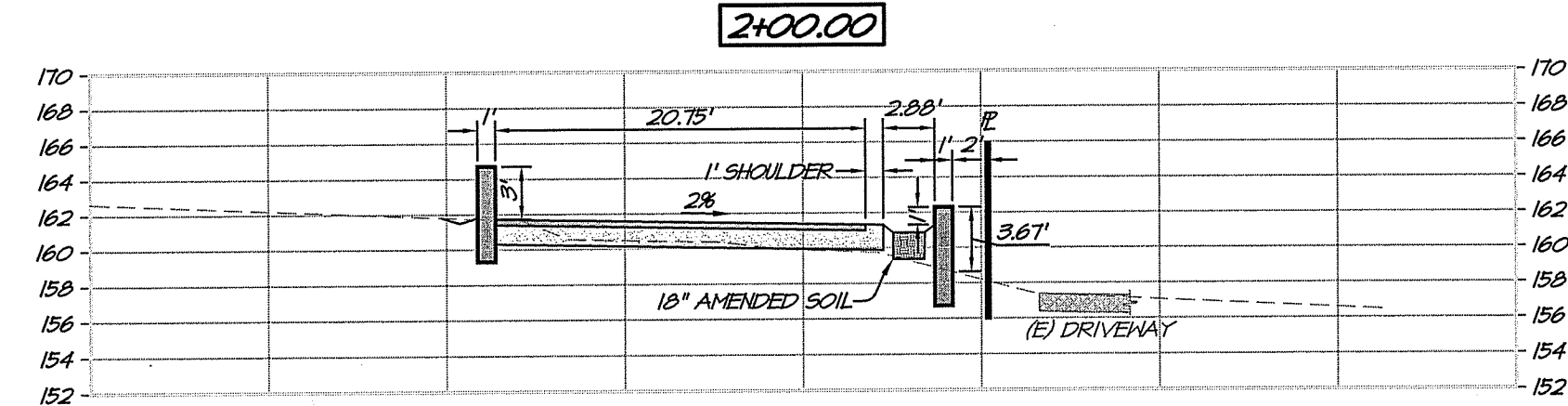
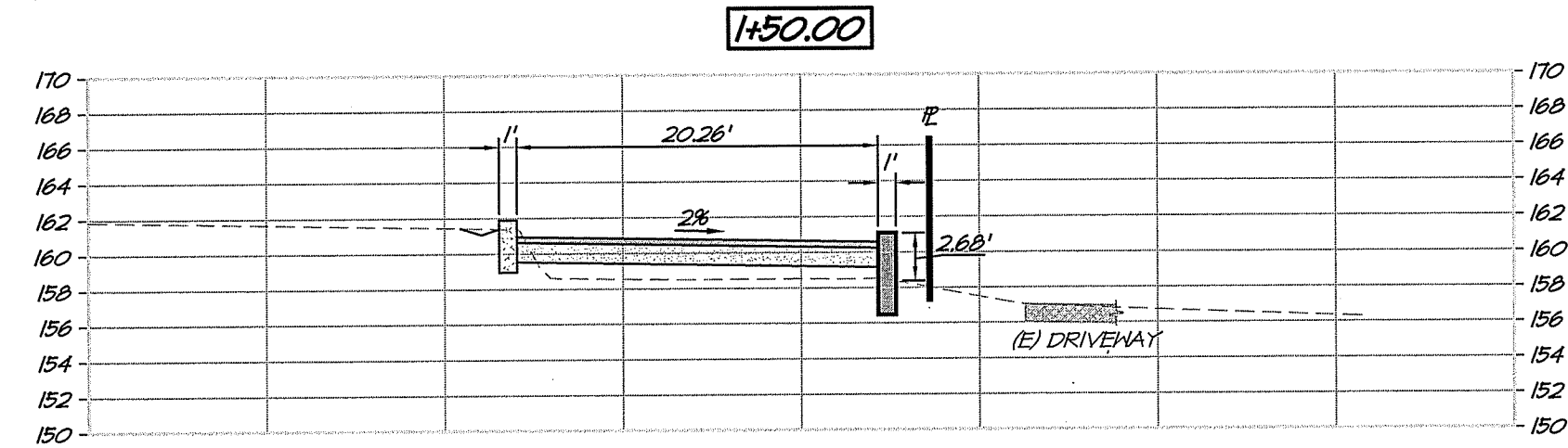
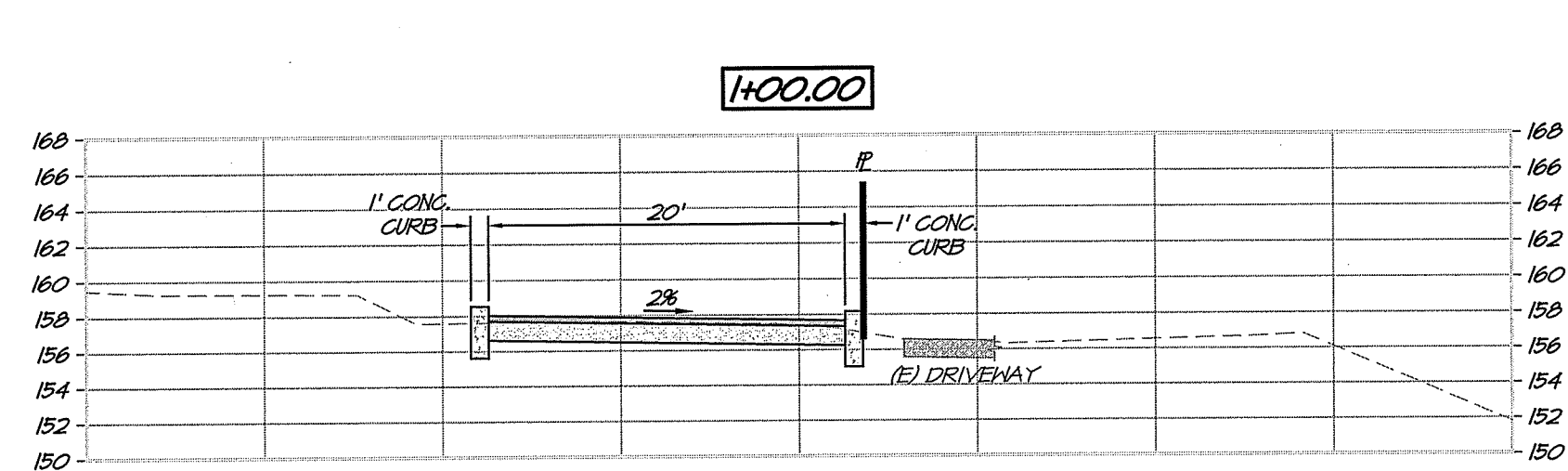
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**RODDE RESIDENCE DRIVEWAY PLAN 6+00 - 12+50**  
CALIFORNIA  
NAPA COUNTY



DATE	SEPT. 11, 2017
DRAWN	PEB/JFW
DESIGNED	DWD/JS
CHECKED	ENF/H
JOB NO.	411025.0
SHEET NO.	<b>C3.1</b>
5 OF 7 SHEETS	

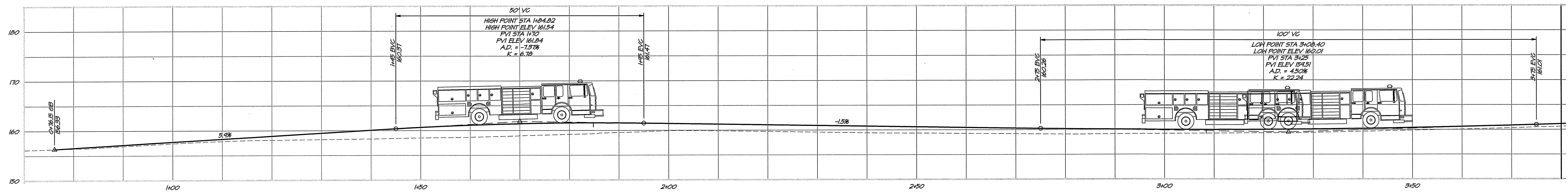


ALL CROSS SECTIONS  
 HORIZ. SCALE: 1" = 10'  
 VERT. SCALE: 1" = 10'

NO.	DATE	REVISIONS	BY

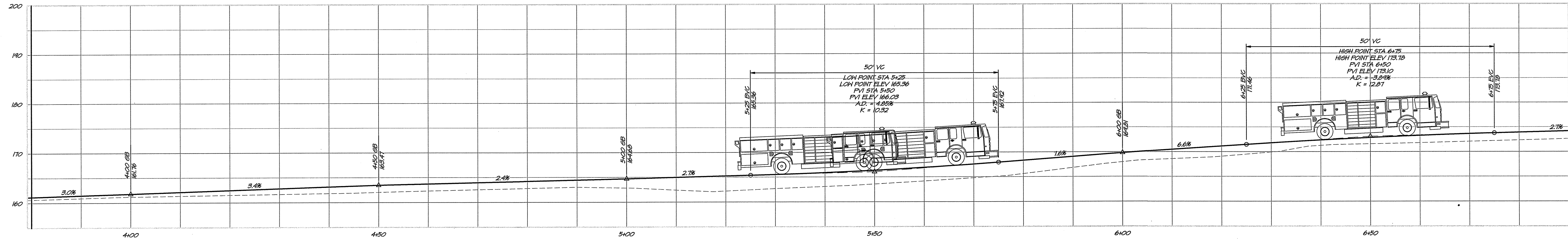
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DATE	SEPT. 11, 2017
DRAWN	PBK/PFA
DESIGNED	DW/DLE
CHECKED	ENF
JOB NO.	411055.0
SHEET NO.	C4.0
6 OF 7 SHEETS	



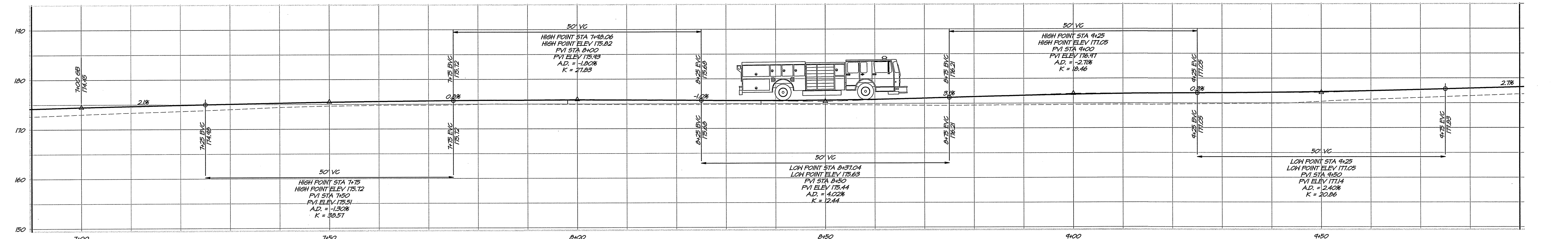
**DRIVEWAY PROFILE**

HORIZ. SCALE: 1" = 10'  
VERT. SCALE: 1" = 10'



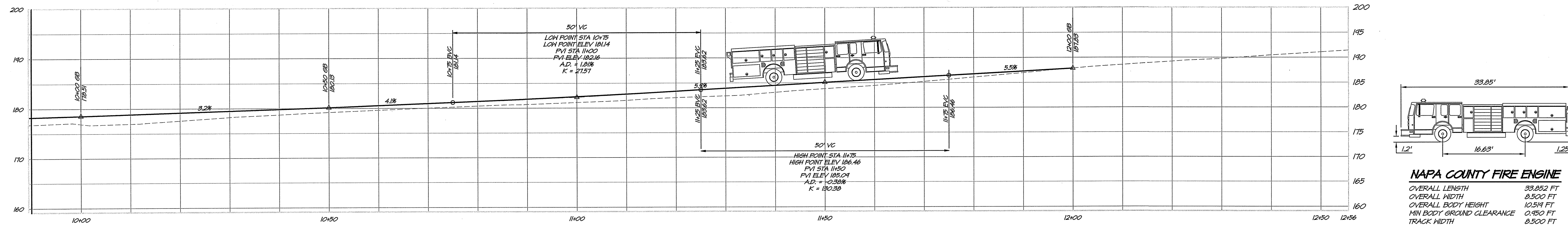
**DRIVEWAY PROFILE**

HORIZ. SCALE: 1" = 10'  
VERT. SCALE: 1" = 10'



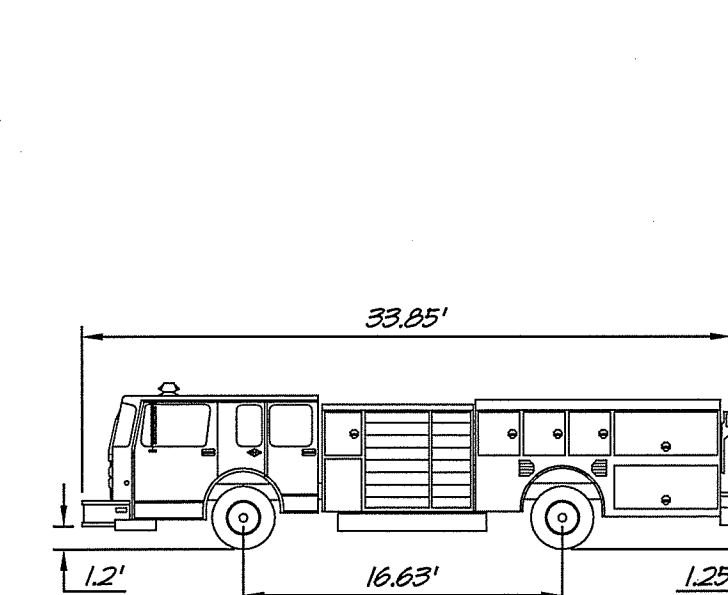
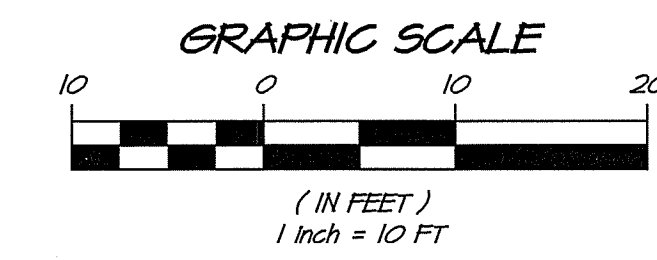
**DRIVEWAY PROFILE**

HORIZ. SCALE: 1" = 10'  
VERT. SCALE: 1" = 10'



**DRIVEWAY PROFILE**

HORIZ. SCALE: 1" = 10'  
VERT. SCALE: 1" = 10'



**NAPA COUNTY FIRE ENGINE**

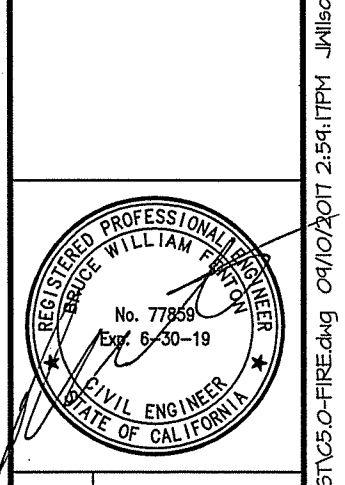
OVERALL LENGTH 33.852 FT  
OVERALL WIDTH 8.500 FT  
OVERALL BODY HEIGHT 10.514 FT  
MIN BODY GROUND CLEARANCE 0.450 FT  
TRACK WIDTH 8.500 FT  
LOCK TO LOCK TIME 1.00 S  
CURB TO CURB TURNING RADIUS 24.700 FT

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**RODDE RESIDENCE DRIVEWAY PROFILE**  
NAPA COUNTY CALIFORNIA



DATE	SEPT. 11, 2017
DRAWN	FBL/PL
DESIGNED	DVD/JS
CHECKED	BNF
JOB NO.	411025.0
SHEET NO.	<b>C5.0</b>

7 OF 7 SHEETS